

THE LITERARY DIGEST

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TOPICS • OF • THE • DAY

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MR. COOLIDGE'S FAREWELL WARNING

WASHINGTON'S FAREWELL ADDRESS warned us against entanglements. Coolidge's farewell message to Congress warns us against extravagance. And the warning comes at the very time when our burst of national prosperity tempts to lavish expenditure. "No Congress of the United States ever assembled, on surveying the State of the Union, has met with a more pleasing prospect than that which appears at the present time." At home "the great wealth created by our enterprise and industry, and saved by our economy, has had the widest distribution among our own people, and has gone out in a steady stream to serve the charity and the business of the world." In our foreign relations "there is peace, the good-will which comes from mutual understanding, and the knowledge that the problems which a short time ago appeared so ominous are yielding to the touch of manifest friendship." But an essential factor in this happy condition of affairs, he reminds us, is "constructive economy," as a result of which taxes have been reduced, "one-third of the national debt has been paid," and the national income has grown "until it is estimated to stand well over \$90,000,000,000." Because it is "the corner-stone of prosperity," constructive economy "should not fail to be continued." And to drive this point home he warns Congress that he shall feel compelled to veto any "new appropriations for immediate outlay," unless they are absolutely necessary and carry with them provision for new revenue. Otherwise, he said, "we shall reach the end of the year with the unthinkable result of an unbalanced budget," and "I am certain that the Congress would not pass and I should not feel warranted in approving legislation which would involve us in that financial disgrace." Other points of the message are summarized at the end of this article.

Economy, thinks the *Buffalo Courier-Express* (Dem.), is the

message's "most vigorous note." "Economy is as usual the keynote," agrees the *New Orleans Times-Picayune* (Dem.), which observes that "this ruling passion of President Coolidge's is as strong near the close of his term as it was at the beginning." "There is no question of his right to say that tax-reduction, accompanied by discharge of one-third of the national debt left

by the war, has been the greatest single factor in bringing about the rapid increase in the national income which means prosperity," declares *The Wall Street Journal* (Ind.). "He is proud of his economy record, and will not let Congress mar it if he can help it," says the *Kansas City Journal-Post* (Rep.). "He stands firmly by his guns" in his insistence upon economy, remarks the *Philadelphia Inquirer* (Rep.); and the *Newark Evening News* (Ind.) finds implied in this insistence "his purpose to make his economic policy a definite legacy to the Hoover Administration." In this message, notes the *Boston Globe* (Dem.), "the President remains much more exactly himself than he seemed to be in his somewhat startling Armistice Day lecture to Europe."

Prosperity and peace "are the two bases of President Coolidge's political philosophy," declares the *New York Herald Tribune* (Rep.), which finds the note of his message one of "justifiable optimism." "Those who

have pictured the future of Calvin Coolidge as a great corporation executive have not been dreaming," thinks the *Helena Independent* (Dem.), for "his message to Congress reveals more graphically than ever his cool, fact-finding, businesslike, and orderly mind." Altho the President "fairly purrs with pleasure over the condition of the United States," remarks the *New York Evening Post* (Rep.), "the picture he draws is, we suppose, literally true." Nevertheless, notes the *Chicago Daily News* (Ind.), he supplements his glowing picture of this golden era with "a grave warning." To quote the *Chicago paper*:



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THE GOING-AWAY WASH

—Darling in the New York Herald Tribune.

"America, he says, is being 'tested' by conditions which carry the peril of selfish indifference and moral decay. If the country is to emerge victorious from this crucial test, it must continue to practise economy, and see to it that the Federal and State governments live within their incomes."

The Indianapolis *News* (Ind.) also notes with approval the fact that "the President does not regard prosperity as the be-all and end-all of national existence." And in the New York *Evening Post* we read:

"At home we are prosperous beyond our wildest dreams; we are entering 'a new era in industrial thought.'"

"Abroad we are at peace. We have negotiated a covenant



that 'promises more for the peace of the world than any other agreement ever negotiated among the nations.'

"We have carried through our Nicaraguan stunt with safety and success. Morrow has given us hopeful relations with Mexico."

"We have reduced our national debt and established governmental thrift. We are taking good care of our war veterans. The purchasing power of farm products and the volume of production have advanced. Our international trade has reached \$9,000,000,000 annually. Aviation is booming. We have established the American flag on great steamship lines. Our waterway improvements are 'proceeding with vigor.' We are starting after Mississippi flood control. We are going to handle the Boulder Dam and the Muscle Shoals problems. The Indian and the negro are forging ahead. Even on Prohibition 'the Federal Enforcement Bureau is making every effort to prevent violations.'

"Under these circumstances, perhaps Mr. Coolidge is entitled to a special degree of satisfaction. Yet we are glad that his message did not end upon the note of complacency with which it started. We are glad that he said that 'peace and prosperity are not finalities' and told us that we must work hard for their continuance."

There are other papers that do not join unreservedly in Mr. Coolidge's exultation over our material prosperity, and some that seem to think the picture he draws would be more realistic with a few shadows added. Only a certain "insensitiveness to human values," thinks the New York *Telegram* (Ind.), "enables him to think that our phenomenal prosperity has had the widest distribution among our own people." The message, according to this Scripps-Howard daily, "reveals an aloof executive whose virtue is a passion for economy at home and sympathy with peace abroad, and whose fault is an insensitiveness to acute problems of predatory wealth, violated civil liberties, and pharisaical

imperialism." The Birmingham *Age-Herald* (Dem.) detects in the President's attitude "a note of smugness," and the Sacramento *Bee* (Ind.), which finds in his word "a smug self-satisfaction on the one hand and a determination to serve the public utility and other great corporations on the other," professes to have looked in vain for any revelation of "sympathy with or understanding of the hopes and dreams of the ordinary American." Says Mr. Daniels's Raleigh *News and Observer* (Dem.):

"The President's message is sweet and friendly and optimistic. If there is anybody bad, he does not know it. If there is poverty anywhere, he has not heard about it. If injustice or wrong exists, he is unaware of it. He only sees the plentiful store and the prosperous people. He sees no reforms needed, no wrongs to be righted."

"The thread that runs through the message, but so small that it will not be seen by the average man, and so sugar-coated that it will be swallowed by many, is the attitude toward monopoly. He wishes all shipping to go into their hands, and approves the sale of ships. He opposes completion and operation of Muscle Shoals by the Government, and wishes it turned over to private interest."

Furthermore, says the New York *World*, "the outlook at the conclusion of Mr. Coolidge's term is not so untroubled as he seems to think." Says this Democratic New York daily:

"The foreign affairs of the United States are in worse condition than when Mr. Coolidge became President. We are on the very edge of a race in naval armaments with the British Empire. There are to-day greater suspicion, greater confusion, and more dangerous potentialities in the relations between the two leading maritime Powers of the world than it is pleasant to contemplate. The Coolidge Administration and the Baldwin Government, ten years after the Armistice, are engaged in the unholy and disastrous business of measuring their relative cruiser tonnages and gun calibers, and of trying to decide whether either has more power than the other. The two English-speaking peoples are drifting away from a policy of cooperation in the interest of peace and toward competition in the engines of war. If this tendency is not stopt and reversed by the civilized will of the two nations, the verdict of posterity upon this era will be a good deal less flattering than that which Mr. Coolidge has pronounced."

President Coolidge urges the enactment of a farm-relief measure to deal with the problem of crop surpluses, but warns the legislators against "putting the Government directly into business," and "subsidies and price-fixing." He also urges the creation of a Federal Farm Board, but makes no mention of tariff revision to help the farmer. His recommendations, according to Representative Haugen, joint author of the famous McNary-Haugen bill, which Mr. Coolidge vetoed, are "very good, so far as they go." But, adds Mr. Haugen, "in the opinion of many, and as expressed by a vote of 53 to 23 in the Senate, and by a vote of 204 to 121 in the House, the tariff should be made effective to the farmer, and this, so far as is known, can only be done by the equalization-fee method." Senator McNary, on the other hand, has responded to the President's message with a revised version of his bill, minus the equalization fee. And Senator Capper, another authority on farm problems, is quoted in a Washington dispatch to the New York *Herald Tribune* as saying:

"As always, the President's views on agriculture, while basically sound, are disappointing to those of us who believe that the agricultural problem is a national, and neither a sectional nor a purely agricultural problem."

And in the Kansas City *Star* (Ind.) we read:

"The biggest question before the final Congress of the Coolidge Administration is the question of farm-relief. The President recognizes this fact in the emphasis which he lays on farm-relief legislation. The program he outlines is substantially that advocated by Mr. Hoover in the campaign. He calls for a farm board, stabilization corporations and a government-loan fund to finance temporary surpluses. With such an invitation to action there is no good reason why Congress should postpone the subject of farm-relief to the next Administration."

The President asks for the ratification of the Kellogg treaty renouncing war, which, he says, "promises more for the peace of the world than any other agreement ever negotiated among nations"; and he couples this with the statement that the naval bill now before the Senate, providing for the building of fifteen new cruisers, should be passed, but "with the elimination of the time clause." And, the *Birmingham Age-Herald* (Dem.), says:

"That is a suggestion which Congress should be guided by. Whatever may be the opinion in some quarters touching the desirability of launching the program of naval expansion, public opinion in this country seems to be in favor of the project. Yet there is no need for making the building of the ships mandatory within a limited period. It may very well be that limitation of armaments will become a fact as the consequence of the conference set for 1931. If for purposes of negotiation it may seem a good idea to use the lever of fifteen prospective cruisers, there is no reason why arbitrary requirements should be imposed on the enterprise."

The attitude toward the cruiser program revealed in his message, remarks the *Philadelphia Inquirer* (Rep.), "should calm the troubled waters of the English Channel." And London dispatches tell us that the British press is delighted with what they call the change from the temper of the President's Armistice Day speech. Not all of our own papers, however, share the President's opinion that it is desirable to eliminate the time clause. Says the *New York Evening Post*:

"This means that the present proviso for building three ships a year, beginning in 1929, would be abandoned and the time of construction left to the discretion of the Executive."

"The President's motive for this change is not clear. We can not believe that it is the result of his reaction to the criticism of his strongly pro-American speech on November 11. It is conceivable that economy may be behind the recommendation. Or we may be seeing a revival of the President's old desire to have the naval-building plan as an instrument of diplomatic barter on the whole question of armament. Whatever the motive, we believe the President to be wrong in suggesting any postponement of the minimum ship-construction plan which now faces the Senate. The fifteen cruisers and airplane carrier are necessary, and promptly necessary, to restore our parity of defense."

"Advocates of government production of fertilizers and distribution of water-power are given scant comfort in the message," remarks the *Kansas City Journal-Post* (Rep.), noting the President's recommendations in regard to Muscle Shoals and the Colorado River dam project. In the case of Muscle Shoals, he advocates the leasing of both the power and the nitrate rights to private interests; in the case of the proposed dam on the Colorado River, either at Boulder or the Black Canyon, he approves it as a government enterprise for purposes of flood control, irrigation, and domestic water supply, but he "would leave the electrical field to private enterprise." His recommendations, remarks the *Charleston News and Courier* (Dem.), "reflect the common sense of the American people"; but the *Norfolk Virginian-Pilot* (Dem.) declares that—

"The President plainly alines himself with the private power interests that are opposing the hydro-electric features of this bill, and sets up the threat of another veto."

There will be sharp disagreement with the President's policy toward the Colorado River project, and violent opposition to his plan to lease the power and nitrate plants at Muscle Shoals, predicts the *Portland Oregonian* (Rep.), but the *San Francisco Chronicle* (Rep.) endorses his position in the following editorial:

"Keep the Government out of the power business and Boulder Dam will be carried through. This is the gist of what President Coolidge tells Congress in his final message. It is a position the President has stated before. In restating it, he points the way to get the problem of Colorado River flood control out of the land of dreams and into accomplished fact. Boulder Dam is a legitimate project for the Government as a Colorado River flood-control measure. As such it should go through without a jar.

The by-product of water-power created at the crest of the dam is the snag that has set the States to wrangling and has held up the whole proposal. The States have selfish interests at stake, and thousands upon thousands of people are aroused by fear that government competition will sweep away the savings they have invested in power projects in good faith. The practical course for the Government is to go ahead with the Boulder Dam within the legitimate limits of government interest, and to sell the water-power at the crest of the dam to private enterprise. In that way the Government will keep out of the business of



manufacturing electricity, which is not a proper business for the Government. The Government is not in the power business, and should not be. The ghastly fiasco of Muscle Shoals is proof of that. President Coolidge is really a better friend to Colorado River flood control than the enthusiasts who load this primary purpose with an attempt to put the Government into commercial business. They entangle this purpose in opposition. The President would clear the way."

The chief topics treated in the message are prosperity, economy, the Navy, the Kellogg peace treaty, farm-relief, the Colorado River dam, Muscle Shoals, and Prohibition. Our Navy, he declares, "is deficient in cruisers." He then adds:

"We have ten comparatively new vessels, twenty-two that are old, and eight to be built. Renewals and replacements must be provided. The bill before the Senate with the elimination of the time clause should be passed. We have no intention of competing with any other country. This building program is for necessary replacements and to meet our needs for defense."

"I wish to repeat again for the benefit of the timid and the suspicious that this country is neither militaristic nor imperialistic."

To aid the farmers he would create a Federal farm board and provide a revolving fund to finance the marketing of surplus crops. With something like a slap at "subsidies," he states:

"Temporary expedients, tho sometimes capable of appeasing the demands of the moment, can not permanently solve the surplus problem, and might seriously aggravate it. Hence

putting the Government directly into business, subsidies, and price-fixing, and the alluring promises of political action as a substitute for private initiative, should be avoided.

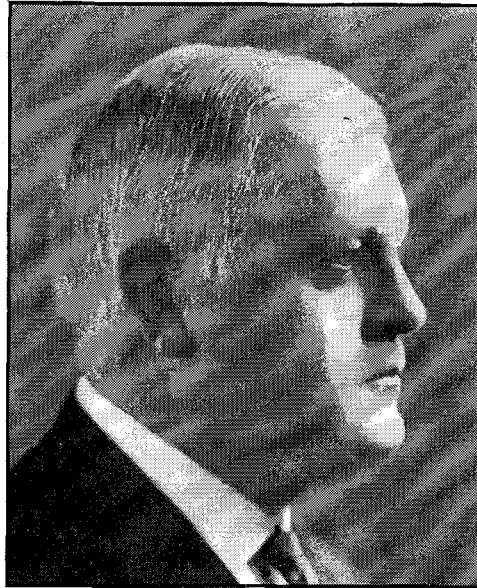
"The Government should aid in promoting orderly marketing and in handling surpluses clearly due to weather and seasonal conditions. As a beginning there should be created a Federal farm board, consisting of able and experienced men empowered to advise producers' associations in establishing central agencies or stabilization corporations to handle surpluses, to seek more economical means of merchandising, and to aid the producer in securing returns according to the quality of his product. A revolving loan fund should be provided for the necessary financing until these agencies shall have developed means of financing their operations through regularly constituted credit institutions. Such a bill should carry authority for raising the money, by loans or otherwise, necessary to meet the expense, as the Treasury has no surplus."

In the matter of the dam on the Colorado River for flood-control, irrigation, and electrical power, the President feels "warranted in recommending a measure which will protect the rights of the States, discharge the necessary government functions, and leave the electrical field to private enterprise." At Muscle Shoals the President recommends "dividing the property into its two component parts of power and nitrate plants," would dispose of the power plant to "return in rental about \$2,000,000 per year," and would "lease the nitrate plant on such terms as would insure the largest production of nitrates"—tho he is aware this division "has never seemed to appeal to the Congress." He does not think this property "should be made a vehicle for putting the United States Government indiscriminately into the private and retail field of power distribution and nitrate sales."

As for Prohibition, the Federal enforcement bureau "is making every effort to prevent violations," and "is bound to continue this policy." He calls upon the States to aid, as the Constitution places the obligation equally upon them.

A MIRACULOUS FUTURE FOR COAL

AT THIS TIME OF THE YEAR, when the average family is wrestling with the coal budget, it is encouraging to learn that chemistry and increased fuel efficiency will soon enable one lump of "egg" to furnish the same number of "thermal units" that two now give out. This news comes from Pittsburgh, where the Carnegie Institute of Technology recently sponsored what the Pittsburgh *Post-Gazette* calls "one of the most important industrial meetings of the year"—the Second International Conference on Bituminous Coal. Albert Parsons Sachs, of the New York *World*, goes even further when he says it was "one of the most remarkable conferences in the world's history." Coal, the speakers said, will supply our gasoline, fertilizer, lubricating oils, electric power, gas, alcohol, dyes, rubber, sugar, pulverized fuel for internal combustion engines, preservatives, disinfectants, antiseptics, perfumes, photographic materials, explosives, roofing compounds, paying materials, soap, and a thousand chemical products, as resources which now furnish these things are exhausted. In fact, observes the New York *Herald Tribune*, "no doubt, virtually everything, from jam to chewing-gum, might be replaced by substitutes from that great black store-house of chemical materials which we now burn so wastefully."



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THE MAN BEHIND THE CONFERENCE

President Thomas S. Baker, of the Carnegie Institute of Technology, Pittsburgh, who called together some two thousand scientists from twenty countries to read papers on a hundred subjects covering the past, present, and future of coal.

Hexatetramethylamine is one of the by-products of coal already in commercial use. What is hexatetramethylamine? Nothing less than home-building material; to be more specific, polychromatic material that, say its advocates, may one day take the place of bricks, stucco, and limestone. Dr. Egloff and Dr. Morell, in a joint paper read at the Pittsburgh conference, tell us how to build homes of hexatetramethylamine permanently tinted in any color of the rainbow—like kitchen-ware and bathtubs:

CAN YOU ANSWER THESE?

Test your knowledge by the questions below. If you can not answer them, turn to the pages indicated. Each one counts 4.

1. Did Columbus have a quiet voyage here? (p. 22).
2. Where is the "soul of the sun goddess" kept? (p. 40).
3. Who is Ottorino Respighi? (p. 24).
4. What does the Indian word "swaraj" mean? (p. 18).
5. What race has a special instinct for group-singing? (p. 23).
6. Where is the world's longest bridge-span being built? (p. 23).
7. What color have the eyes of most white babies at birth? (p. 20).
8. How many people are studying bridge in Cleveland, Ohio? (p. 27).
9. What European country has rival Fascist and Socialist Armies? (p. 19).
10. Who is the dean of American orchestra conductors? (p. 29).
11. Who is the heroine of Mrs. Wharton's "Age of Innocence"? (p. 27).
12. When did King Amanullah of Afghanistan ascend the throne? (p. 17).
13. What does the Federation of Labor regard as one of the most important problems facing labor to-day? (p. 12).
14. How does a baby flout the anti-evolutionists of Tennessee? (p. 22).
15. How long did Japan mourn its last Emperor? (p. 40).
16. What publicity campaign engages New England? (p. 14).
17. In what Asiatic country have Westernizing reforms started a revolt? (p. 16).
18. What important change has been made in the marriage service of the Episcopal Church? (p. 30).
19. What complex-symptoms are produced by alcohol? (p. 23).
20. How many Emperors has Japan had? (p. 34).
21. What, according to a Boston paper, is the prime need of the "intelligentsia"? (p. 15).
22. In what part of the world is there prediction of a coming struggle between the pound and the dollar for supremacy? (p. 19).
23. Who wrote about the campaigns of Marlborough? (p. 26).
24. Who compose the largest group of mail-order purchasers in the nation? (p. 21).
25. What is the name of the Queen of Afghanistan? (p. 16).

"First, we take the high boiling tar acids obtained by processing coal, and 'crack' them to form carboic acid. To this we add formaldehyde and ammonia, and obtain the material. Add iron oxid and you get a red material. Add titanium oxid and the resultant color is a beautiful blue.

"Other dyes and colors may be added, singly or in combination, to obtain the desired color effect.

"This material is impervious to water, highly resistant to atmospheric corrosion, is an electric non-conductor, and can be produced cheaper than the granite now used to veneer high steel buildings, and is more satisfactory."

The only bit of information lacking, observes a writer in the *Baltimore Sun*, is where to get the money to buy the coal.

Two European papers read during the six-day conference presented methods for burning carbonized coal directly in the cylinders of internal-combustion engines. One inventor is said to have almost perfected a motor without valves or carbureter, and which may profoundly affect the automobile industry. In a single German chemical plant, twelve million gallons of gasoline were produced by the Bergius process of liquefying coal last year, we are told, and the output this year is expected to be five times that amount. In obtaining other by-products, such as creosote, toluol, benzol, resin, and methanol, illuminating gas would be given off, it is said, that could be piped from the mines to Chicago, New York, and other large cities. In Germany, says the *Brooklyn Eagle*, only 40 per cent. of the coal output goes in raw form to the consumer; the rest goes in briquettes, in pulverized form, in liquid form, or in gas, oil, or electric current. Gas, we are informed by the *Philadelphia Bulletin*, is manufactured in the Ruhr Valley and piped 450 miles to the consumer. This leads one delegate to the conference to predict that soon energy will no longer be carried from the mine in coal cars, but over wires and through pipe lines. Or, as the *Mobile Register* puts it:

"The day is perhaps not far distant when coal, in liquid form, will be distributed through pipe lines as is done with crude oils at present, and when the tedious loading and shipment of coal in freight-cars will no longer be necessary.

"It is predicted that within fifteen years it should be possible to move 50 per cent. more freight on our railroads without any increase in coal consumption. The increased efficiency of locomotive burning of coal has already advanced 6 to 8 per cent., and it is declared that the railroads in the near future will be saving 75 per cent. of their present coal bill through improved ways of making a ton of coal generate more available heat."

"Coal," said President Baker, "will remain the chief source of energy for generations to come. It is the foundation of our industrial fabric." It is now used to run locomotives, ships, and factories, and to illuminate cities, notes the *St. Louis Globe-Democrat*, "but it could be used to increase crop yields by furnishing fertilizer, rich in nitrogen and obtained by the liquefaction process." One chemist even goes so far as to declare that a cotton crop could be speeded up three weeks and bumper crops of various kinds produced. Which leads the *St. Louis paper* to observe: "Perhaps at some future time a nation-wide coal-strike, resulting in a shortage of this commodity, will be a serious thing for agriculture, as it is now for industry and the city dweller." As the *Montgomery Advertiser* remarks:

"One speaker at the conference told how coal can make two stalks of winter wheat sprout in place of one in the Northwest, keep the grass green in the Mississippi Valley, and help the cotton farmer beat the boll-weevil in the South. He related how the development of fertilizers from coal began years ago, when, in order to remove the odor from illuminating gas, coal men extracted the ammonia; and how now, as by-products of liquefaction of coal, quantities of both ammonia and nitrogen are available. The liquefaction process, he said, has made concentrated fertilizers which, if used at the proper period on winter wheat, would bring extra stalks, would enable grass to remain green longer during drouth, and speed cotton growth."

In fact, admits the *New York Evening Post*, "there probably is no product which the chemist, if prest, could not manufacture in his laboratories. Alongside oil and soap and perfume from soft coal, silk purses out of sows' ears would seem to be mere child's play." Some superficial observers, notes the *Philadelphia Public Ledger*, say that—

"The age of coal is coming to an end. They think, of course, in terms of oil. Men of science, on the other hand, assert that the age of coal has not yet actually begun.

"It is as a source of power that both anthracite and bituminous coal must gain in value and importance, with the shift from steam to electricity in general industry. We have been hearing a great hubbub in and out of politics over the subject of water-power facilities. Yet if all the natural water-power resources of the land were to be at once developed to their full capacity, they could deliver only about 25 per cent. of the electrical energy that will be required when present plans for the electrification of railways and farms are carried through. It

has been predicted more than once that the coal-fields of Pennsylvania will yet become the great central sources of electric power for a vast section of the East.

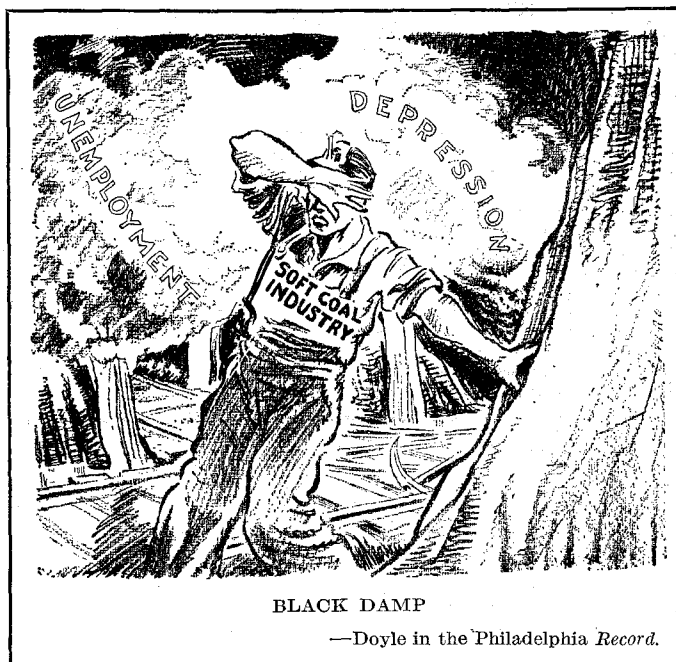
"Power stations of immense capacity will be established at the mines, and they are likely to overshadow in economic importance the greatest of the hydroelectric generating systems. Such centralization of facilities is possible with modern methods of long-distance electric-power transmission."

According to the *New York Journal of Commerce*, the electric-utilities companies have been able to reduce their coal consumption, on the average, from 2.4 pounds per horse-power hour in 1919 to 1.37 pounds in 1927. The iron and steel companies also have effected considerable savings, says this business daily. But, we read in the *Utica Press*:

"The railroads have been one of the leaders in this matter of economizing in the use of coal. One instance was cited of one line making seventy tons of soft coal do 100 gross ton-miles of work which ten years ago took 170 tons. A general average reduction in that time for all railroads was from 170 tons to 135."

In the opinion of President Baker, organizer of the Pittsburgh conference, the world will find in coal the answer to some of its most baffling economic problems. For—

"Coal is the most useful raw material with which man has been endowed. We know that the modern and efficient methods of making power from coal are saving millions of tons, and are, therefore, extending the life of our deposits of fuel. We have reason to believe that we are on the threshold of an era of new discoveries. The study of the methods of producing and distributing energy may result in changing the aspect of urban life. The new fuel technology may draw to the coal-fields new industries which were not thought of a generation ago."



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—Doyle in the *Philadelphia Record*.

BRITTEN AND BRITAIN

AGALE OF BANTER and a riot of punning in the American press greeted the recent cable message of Representative Fred A. Britten, chairman of the House Committee on Naval Affairs, to Stanley Baldwin, British Prime Minister, suggesting a naval parley on Canadian soil. If only because of the nation-wide wave of humor generated, the *Syracuse Herald* warned against a tendency to exaggerate the gravity of the Britten "blunder." Who knows, *The Herald* asked, but "it may even break the spell of solemn stubbornness that has hitherto surrounded the attempts to evolve a common-sense compromise between two friendly nations on the question of comparative naval armament?" When Mr. Britten observed heatedly that the people of Britain and the people of the United States do not want naval competition, and that "they ought to be able to communicate with each other without the aid of God-appointed diplomats," he came dangerously near, in the view of the *Philadelphia Evening Public Ledger*, to setting himself right with the man in the street, whether that man happens to be in London or in Philadelphia.

Representative Britten, a Chicago bridge contractor and a former Alderman, has been trying, according to his own confession, to check jingoism and to "stop this everlasting talk of comparative naval strength, to say nothing of the expenditures of billions of dollars" by Great Britain and the United States. More specifically, he wanted to respond to Premier Baldwin's publicly expressed desire of November 13 for more frequent discussions on naval matters between American and British representatives, and he felt impelled to send a cablegram to the Premier, suggesting "a joint meeting of the Committee on Naval Affairs of the United States House of Representatives and a select committee of members of Parliament for the purpose of friendly discussion and the hearing of testimony in connection with applying the principle of equality in sea power between Great Britain and the United States on all ships of war not already covered by the Washington treaty." Apparently he had never heard of the "Logan Act," which became a part of the criminal code of the country a hundred and thirty years ago, and which expressly forbids "verbal or written correspondence or intercourse with any foreign government." He was quickly reminded of this law by Secretary Kellogg, however, as soon as the latter heard of his exploit; and President Coolidge was said to be "displeased" by Mr. Britten's course. In the meantime, Premier Baldwin, responding to the pressure of English public opinion and of heckling opponents in the House of Commons, had tried to send a cordial reply to Mr. Britten's proposal, and had found that his own Ambassador in Washington was politely but firmly denied the privilege of transmitting it through the usual diplomatic channels. Then the British Premier made a second and successful attempt, addressing himself directly to the man who had so directly address him. He said:

"I have learned with great interest your proposal for a joint meeting of members of the United States Congress and members of the British Parliament for a friendly discussion on the limitation of naval armament. I cordially reciprocate

the spirit which inspires your suggestion and I share your earnest desire for a complete understanding between the two countries.

"In my speech of November 13, however, I was speaking, not of legislatures, but of executives of governments, and it was the absence of facilities for personal intercourse between Ministers which I regretted.

"Except to remove this possible misunderstanding of my speech I feel it would not be consistent with the courtesy I owe to the United States Government to express any further opinion on the proposal, about which, as I understand it, they have not been consulted.

"I would, therefore, only repeat my appreciation of your sentiments."

Mr. Britten's "indiscretion" led to nothing tangible. He himself, on second thought, withdrew the suggestion of an Anglo-American parley in Canada, in favor of a plan to gather legislators of the United States, Great Britain, France, Italy, and Japan, at an Interparliamentary Union session, to be held in Geneva next summer, in connection with the League of Nations. And yet his gesture was supported by Commander Kenworthy, Labor Member of the House of Commons, and by Representative La Guardia in the American Congress, and led to an immense volume of comment on both sides of the Atlantic. In England the Labor and Liberal newspapers took advantage of the opportunity to express pro-American sentiment and to reopen discussion on the naval question. The *London Daily Herald*, Labor organ, declared that there was too much good sense in Mr. Britten's idea to turn it



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"BRASHEST AMERICAN OF THE YEAR"

Chairman Fred A. Britten, of the House Naval Committee, gave a novel slant to a situation that, perhaps, was oversolemn, when he cabled directly to Premier Baldwin proposing a naval parley in Canada.

down because he had been "dreadfully disregarding of the rules of diplomatic behavior." The *London Evening Star*, in a leading editorial headed "A Fool Steps In," remarked that Representative Britten by his proposal for an Interparliamentary Conference on Anglo-American naval issues had horrified the diplomats, violated the traditions, infringed the law, and laid himself open to incarceration in the "Yankee equivalent of the Tower of London." Should such a dread fate overtake him, the same paper said that it hoped he would take it cheerfully, since he would know that he was suffering in a good cause. "If this particular Britten rule the waves," it continued, "the plain man will be as willing to cheer him, even tho it be with a broad smile on his face, as he is to bow down in respectful astonishment before the diplomatic achievements of a Sir Austen Chamberlain or a Mr. Kellogg." The *London Daily News* took a similar attitude:

"His real crime is that he has publicly administered to two governments bursting with etiquette a severe dose of common sense. Intelligent persons, anxious that Anglo-American relations shall make a fresh start toward organized good-will, will not care a row of buttons whether Britten has broken the law or acted outside the rules of international etiquette.

"The important thing is that he brought to a focus Lord Lee's recent proposal on similar lines and Premier Baldwin's regret at the infrequency of personal contacts between official representatives of the two nations.

"It may not be etiquette for Baldwin to reply officially to Britten, but if he neglects to devise a method by which he can express readiness to attend a statesmen's meeting, he will have missed a priceless opportunity.

"We have reached an impasse for which inept statesmanship

is only a shade more responsible than the narrow views of naval experts on both sides, and the only hope that remains is to lock up the experts, cut through the walls of etiquette and thrash out every controversial issue from the beginning."

American newspaper comment on Mr. Britten's "shirt-sleeve" diplomacy is mainly critical, but occasionally leans to a sympathetic interpretation. The New York *American* calls his suggestion "inopportune and embarrassing to the country" at a time when President Coolidge is urging the building of fifteen more 10,000-ton cruisers. The Birmingham (Ala.) *News* speaks of Mr. Britten as "the brashest American of the year," and adds that his "offense is unpardonable." The Baltimore *Evening Sun* sums up its attitude in an editorial entitled "Well-Intentioned, But—", from which we quote:

"The American treaty-making power is vested in the President. On the British side the Cabinet itself is a sort of 'select committee of Parliament,' and it is hard to see how picking another committee from the same Parliament would make much difference.

"But whatever may be Mr. Britten's position legally, it is plain that his heart is in the right place. He hopes to promote international peace. Unfortunately, like most idealists, he is pretty well out of contact with reality. If his legal position is bad, it is no worse than his intellectual position; and a man with good intentions, but with little or no realization of the facts, is usually a dangerous article.

"Here is Mr. Britten, in the year 1928, still clinging to the curious notion that conferences on naval armament tend to promote peace. He has before him the record of the Washington conference, which was by far the most successful of them all, but which resulted in an agreement to scrap only obsolescent types of fighting machines, and greatly stimulated the construction of the most modern types. He has before him the record of the Geneva conference, which broke up in a row that made people envisage the possibility of a war between America and Great Britain. And he has part of the record of the conferences that resulted in the Franco-British naval agreement, which sent even Mr. Coolidge on the war-path.

"Yet Mr. Britten calls for another conference. His heart is in the right place, but his tactics seem likely to precipitate the fight which he wishes to avoid."

On the other side of the argument, the Philadelphia *Record*



contends that the President's exclusive right and authority to negotiate with foreign governments, either personally or through the State Department, will be emphasized, rather than weakened, by Mr. Britten's audacious appropriation of them. His action, the same paper asserts, will not be wholly futile and damaging. "It will be, in a way, beneficial to the nation, and it may even promote a sound settlement of the armament question." The *Record* continues:

"As chairman of the House Committee on Naval Affairs, Mr. Britten is thoroughly acquainted with the controversy and also with the needs of the American Navy, which has been allowed to fall far below the strength authorized by the Washington treaty of 1922. He knows that the Geneva conference last year failed because of efforts to apply the limitation principle to the disadvantage of the United States. He is perfectly familiar with this country's deficiency in cruisers, and is a determined advocate of the Administration's moderate program to build fifteen of these vessels.

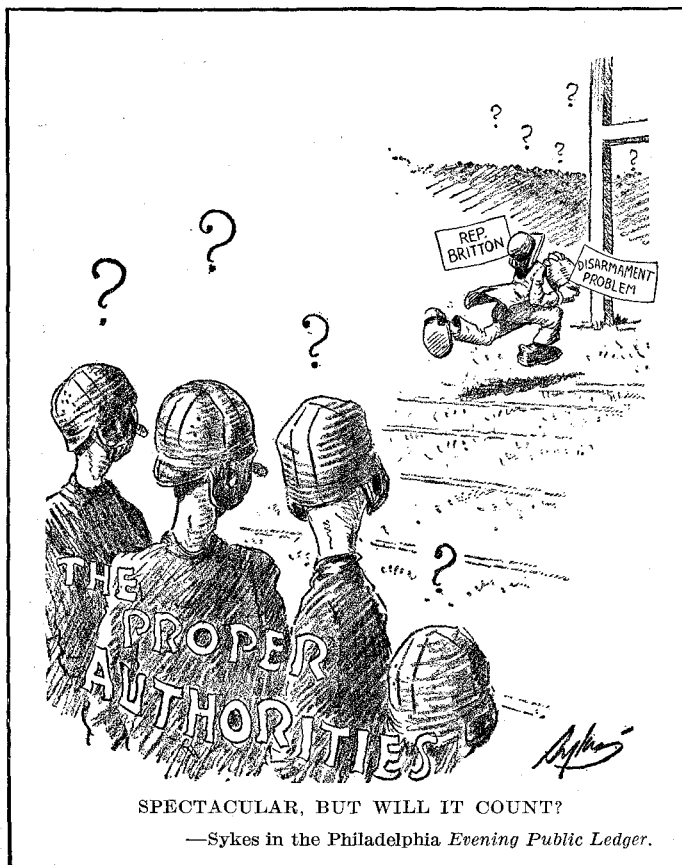
"But he is aware, also, that the minimum requirements of national defense are endangered by two things—by the deadlock over application of the 5-5-3 ratio to cruiser tonnage and by the intriguing of radical opponents of any move to give this nation adequate naval protection.

"Representative Britten may have been indiscreet. He may have invaded a field outside of his province. But he has performed a public service in reminding the nation that its security is being compromised as the result of foreign maneuvering, administrative vacillation in Washington, and the propaganda of fanatical pacifists."

The naval controversy, according to the *Macon Telegraph*, has now reached the stage where America has the upper hand:

"Great Britain contends that, while the building of battle-ships and cruisers of above 10,000 tons is limited by the Washington treaty, there is no limit to the number of cruisers below 10,000 tons that can be built. She has proceeded to build as many as she has wanted, and has reasserted the doctrine that she needs more cruisers than any other nation. America has contended, upon the other hand, that England has already conceded equality with America in the need for a Navy, and that if England is going into extensive cruiser building, America will do the same thing.

"Neither nation is anxious for a naval-building race; England is certainly not, because she is not in position to stand it. America can, but it is not desirable. It is entirely possible, therefore, that America, having the better of the logic and the better of the finances, will say to England that she can take her choice between a naval race and an agreement to limit cruiser-building. That, in effect, is what America has already said, and it is to prevent a building race that English statesmen have become active"



RABBIT-HUNTERS FOR OUR ARMY?

OUR SIX MILLION RABBIT-HUNTERS, duck-hunters, and deer-hunters, added to the 3,500,000 men which General Summerall thinks we should have in the regular Army establishment, will be able to give a good account of themselves if they are ever called upon in a national emergency, believes Mr. L. A. Mann, of New York City. Writing to *The Herald Tribune*, Mr. Mann says:

"If Major-General Summerall thought to astonish the natives by his new Army mobilization plan, he will just have to guess again. Beside his proposal for six-field armies, aggregating 3,500,000 men, the forty-eight States can put into the field, without batting an eye, forty-eight grand armies aggregating more than 5,750,000, with several back counties to hear from. And, furthermore, a splendid aggregation of A. E. F. fighters is in the field right now! They are fighting cotton-tail rabbits, squirrels, grouse, quail, turkeys(!), and deer. Some people call them the Licensed Hunters' Force.

"In 1927 sixty-three hunters were killed in Pennsylvania, twenty-eight in New York, twenty-six in Texas, and so on. This year of grace thirty-two were (up to date) killed in New York and sixty-one wounded; and the end is not yet.

"The largest State armies are those of New York, which contains about 600,000 hunters, and of Pennsylvania, about 500,000. Every military man can easily figure out the number of American divisions of 40,000 men each.

"In 1927 in Pennsylvania—a good game State, and the universal 'model'—in the whole open season for hunting it took forty-one hunters to get one deer, fifty hunters to get one turkey, three-quarters of one hunter to get one ruffed grouse, and 1,567 hunters to kill one bear. Each hunter averaged six rabbits.

"In 1924-'25 New Jersey had in the field 155,567 licensed hunters; and it took two and one-half hunters to get each quail killed, nineteen for each woodcock, two for each duck, and so on.

"Out of this one consoling fact rises and shines like a star. If our shores are invaded by devastating hordes of savage rabbits, grouse, Mexican quail, and cruel deer, General License will find the World's Greatest Field Force of 6,000,000 well-armed men ready to spring to arms to repel the invaders, and also to be shot by each other. 'Down, Eros! Up, Mars!'"

THE FERRY-BOAT'S FAREWELL—The way bridges are putting ferries out of business along the Ohio River is an illustration of the economic consequences of the universal use of the automobile, as seen by an editor of the *Chicago Journal of Commerce*. Here is a once prosperous water enterprise which has been crippled beyond all hope of recovery. Within the recollection of this writer, Mr. W. G. Sibley, along a two-hundred-mile stretch of the Ohio River, "vehicle bridges have been built at Marietta, Parkersburg, Pomeroy, Point Pleasant, Huntington, Ironton, and Portsmouth—every important town between Wheeling and Cincinnati." And it seems that in the case of every city except Huntington, the welcome to the new bridge had to be accompanied by a last farewell to the ferry-boats. Mr. Sibley's comment is interesting because a similar development, perhaps less marked, must be going on along a number of our great rivers. He says:

"These ferries were institutions, and made fortunes for their owners almost without exception. To be the owner of a ferry-boat was to be rich. We recall the famous *Maggie Paden* at Parkersburg; and before the B. & O. Railroad bridge was built there, the ferry that transported passengers and freight trains to and fro across the Ohio. The Pomeroy *Champions*, one, two or three boats in succession, were also famous.

"All the ferries were feeders to the towns they served, busy every day with perhaps a hundred cargoes a day. But in recent years, since automobile travel became large, new bridges for vehicles have been built at Portsmouth, Ironton, Huntington, Point Pleasant, Pomeroy, and Parkersburg.

"Only one city, Huntington, has traffic sufficient to maintain a ferry business. The automobile brought all these bridges, and the ferry owners retired to enjoy the incomes from their savings. In most cases the bridge companies paid them well for their ferry rights and boats."

LABOR DECLARES WAR ON MACHINES

UNEMPLOYMENT, PARTICULARLY THAT caused by "bootleg" immigration, by the growing use of machinery, and by tariff laws that fail to protect the worker, seems to have been the dominant issue before the recent convention of the American Federation of Labor at New Orleans. "One of the most important problems affecting labor to-day," said President William Green, "is the displacement of workmen by machines and by devices which automatically do the work once done by trained men." And he went on to declare that "organized labor will oppose with every bit of power it has the turning adrift of men replaced by machinery and for whom no position is made. The Federation will never allow a human scrap-heap to be built up in this country."

Of the subjects discussed at the ten-day convention, the intensified production resulting from the rapid improvement in machinery seems to have caused the greatest amount of editorial comment. But newspaper editors in such widely separated cities as New York, Milwaukee, Birmingham, Washington, Minneapolis, Troy, Omaha, and Columbus do not agree with the Federation officials that one of the most important problems affecting labor to-day is the displacement of workmen by machines. "In any case, the process is inevitable," concludes the *Birmingham Age-Herald*, and the *Brooklyn Eagle* agrees that—

"President Green is undertaking a difficult—probably an impossible—task, if he proposes to fight to a finish against automatic machinery. Logically followed up, his aggressive utterance would mean an endless series of strikes and industrial anarchy. And talk about a 'human junk-heap' is not consistent with the dignity of the American workman. He is his own master. If one opening is closed, he seeks another."

It is fairly significant, remarks the *Minneapolis Tribune*, that the United States, where machine production has reached its greatest efficiency, "offers wages and a standard of living unequaled in the entire world." Here, notes the *Washington Post*, "every worker has at his elbow the equivalent of 345 helpers, and the machines of the entire country furnish the equivalent of 3,000,000,000 men." As *The Wall Street Journal* points out:

"The use of power-driven machinery ushered in the industrial revolution, and from that time progress in human betterment has been constant. Every labor-saving device and every new machine that has cheapened production has added to the sum total of human welfare.

"Machinery is not the enemy of the workingman. He has to-day four or five times as much of manufactured goods as the man of a generation ago. This is because of the enormous increase in output per person. The production of those goods in which capital finds employment depends upon their consumption by the masses of the people, of whom labor forms a large proportion. Consumption depends upon a right adjustment of wages and the making of goods plentiful and cheap. This is the way to a higher standard of living and to human betterment, and without machinery this would be impossible."

At the same time, too, observes the *Troy Times*, "machinery has been the biggest factor in the reduction of working hours." In fact, the *Columbus Ohio State Journal* considers the Federation's fight against the displacement of workers by machinery "a perfectly hopeless undertaking. It is a fight which has been going on for centuries, and the machinery always wins." Quoting President Green's statement that the Federation's objective "is human betterment," the *Omaha World-Herald* has this to say:

"Human betterment is a magnificent ideal, and no one will deny that the labor movement in general and the American Federation of Labor in particular have achieved great results in fighting for that ideal. Its further progress is not to be helped by resisting machinery, which releases more of time and energy to be used in non-productive pursuits. It is rather to be made in fighting for a fairer, more equitable distribution of its benefits.

"It is true that in the process of replacement of man power by machine power, violent upsets are temporarily occasioned in

particular fields of labor. When a machine is introduced into industry which does the work of ten men, those ten men, thrown out of work, are momentarily in distress. But as soon as the industrial adjustments are made, everybody is better off than before, including the ten displaced men, provided the adjustment permits them to share in the benefits of the leisure thus created.

"Old-time newspaper men can remember how the old printer at the cases opposed the coming of the typesetting machine. Now the typesetting machine and other mechanical aids to the publishing industry have made possible a progress which makes employment for an army of men. It is something that never could have been attained under the old conditions. It has meant bigger and better newspapers and magazines and books, and better conditions for those employed in the industry."

One of the ways in which the labor organization plans to protect American wage standards and limit unemployment is through an extra session of Congress, which it will ask the President to call for the revision of the tariff in the interest of those actually engaged in production. As now operated, President Green declares, the tariff is easily surmounted by importers, and by American manufacturers with \$15,000,000,000 invested in plants abroad. With these factories turning out goods in competition with our own domestic products, American financiers and manufacturers who formerly favored high tariffs, it is said, are now advocating lower figures. It is therefore not surprising to *The Wall Street Journal* that labor leaders should take a keen interest in the tariff. For—

"In some lines of merchandise, foreign goods are coming over the wall in quantities sufficient to affect employment here and to raise the question whether existing tariffs fully represent the difference in wages and living standards between the producing countries and the United States."

Another source of complaint by organized labor is the "wholesale violation of the Immigration Law," particularly in industrial States along the Canadian border. It was charged at the New Orleans convention that at least 20,000 residents of Windsor, Ontario, for example, cross the boundary each day to work in the factories of Detroit. The enforcement of the quota law, say labor delegates, has become a farce along the Canadian border, because of the dual responsibility of the Department of State and the Department of Labor. Moreover, adds the *Mobile Register*:

"There is unrest among the States along our Mexican border also with regard to the active migration of the Mexican laborer northward across the boundary line. This migration has already reached considerable proportions in some localities, and shows no signs of abating. On the contrary, jobs in the States have become the desideratum of Mexicans of the working class, who look forward and plan for the day when they too shall cross the line and earn many large American dollars.

"As far as the Mexican inrush is concerned, some amicable way of adjusting the problem ought easily to be found. While Mexico's loss is not particularly our gain, it is most certainly true that our gain is Mexico's loss. For Mexico needs the work of all possible laborers intelligently directed at the task of building up the Mexican country."

Of immigration in general, the *Cleveland News* says:

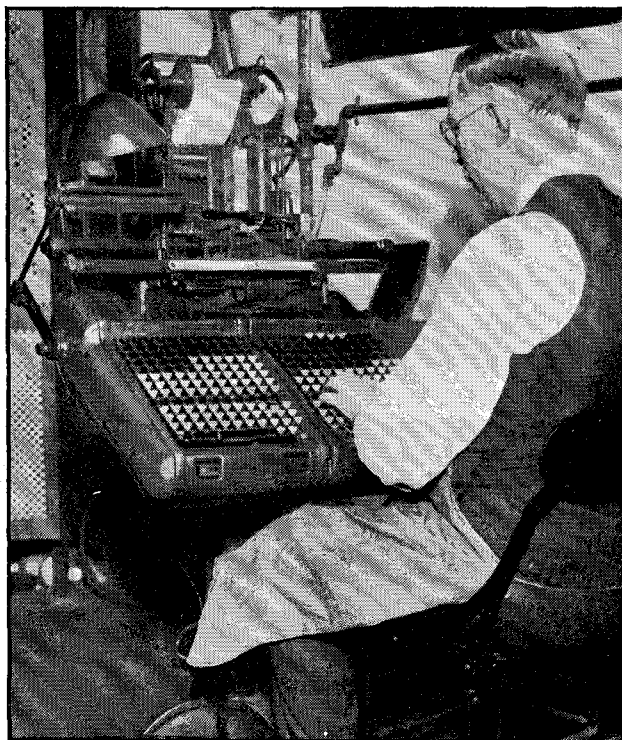
"The Federation has gone on record as favoring increased restrictions upon immigration. But it is not organized labor alone which is hostile to the wide-open door. The belief that immigration must be severely limited is wide-spread, and it has its foundation in our economic situation. The issues to-day confronting labor and capital alike differ materially from the problems industry had to tackle at the beginning of the nineteenth century, or even at so recent a time as 1913. Since the World War, revolutionary transformations have occurred in our industrial life.

"Rapid improvement in machinery has intensified production. In ten years factory production per unit employee has increased 40 per cent. And the continued installation of more efficient labor-saving devices promises even greater changes in our industrial life. Consequently we are confronted with a serious distribution problem which involves the consideration of the entire world as our logical and necessary market. If at this time

foreign nations can thrust upon us hundreds of thousands of their citizens who were displaced from normal economic life during the war and its aftermath, these nations could be relieved of pressing domestic problems. But the fate of the dispossessed immigrants would not be improved in the least by removing them three thousand miles to a country so highly developed industrially that it does not require their services."

Summing up other phases of the New Orleans convention, the *Duluth News-Tribune* informs us that—

"The American Federation of Labor is a great institution in this country. For nearly half a century it has worked with marked success for the betterment of conditions among workers,



Keystone View photograph

A MACHINE THAT DOES THE WORK OF FOUR PRINTERS

The Lanston Monotype machine, on which an operator can set type four times as fast as a hand compositor. On the day it goes to press *THE DIGEST* requires the use of four of these keyboards and eight type-casting machines. Inventions such as this, observes the *Omaha World-Herald*, "have made possible a progress which makes employment for an army of men."

until to-day the American workman is better paid and enjoys a higher standard of living than the workmen of any other country in the world.

"Union labor had a healthy growth during the year just past. The report shows an increase of 81,387 in paid-up memberships, with a total of 2,893,913 members on August 31, not including some 500,000 members who were on strike or unemployed, and for whom no dues were paid to the Federation.

"The Federation claims that workers not affiliated with the union, and still unorganized, have not progressed as rapidly as union labor, and that the organization of these groups will form the basis of its work during the coming year. The Federation also will continue its efforts for a five-day week. This movement is quietly but gradually gaining ground, and there are now said to be more than 165,000 union workers in twenty industries enjoying the short work week.

"Prospects for labor are bright, and workers are undoubtedly facing an era of prosperity and well-being. The incoming Administration has pledged to labor the right of collective bargaining, and has gone on record as opposed to the unfair use of injunctions in labor disputes.

"Employers in general now recognize the human element in labor, and no longer consider it as so much machinery. They realize that their own prosperity and the stability of industry depend upon the well-being and contentment of their workers. There is a better understanding and a greater spirit of cooperation between employers and employees than ever before."



Courtesy of the Boston and Maine Railroad

AMONG NEW ENGLAND'S NATURAL ASSETS

These, says the New England Council, "are her forest and seashore, her lakes and streams, her soil, her climate, her mountains." The picture shows a characteristic strip of New England seacoast and lighthouse at Portland, Maine.

NEW ENGLAND TO "SELL" ITSELF

THOSE TOURISTS IN THE *MAYFLOWER* weren't attracted to New England's "stern and rock-bound coast" by any international advertising campaign, nor were their infant industries encouraged by optimistic local Chambers of Commerce. The only sounds of welcome were the roar of breakers and the rush of wind through the pine trees. It's a far cry from the New England movement of 300 years ago to the decision of the New England of to-day—suffering from depression in important industries—to utilize all the modern agencies of publicity to bring in settlers and tourists and industrialists, in other words to "sell New England" to the nation. Following a more modest campaign, the Council representing the six New England States met at Portland last month and agreed to spend \$300,000 a year for three years for publicity and advertising. The *Boston Transcript* calls this "a long step forward in intelligent publicity"; "New England now proposes to profit by the experience of other sections of the country and to develop proper skill in marketing her unrivaled wares," says the *Boston Herald*. Such sectional publicity campaigns are now common, but the press look upon this action by a section largely industrial and conservative by training and tradition as something out of the ordinary. The Council's program is thus summarized by the *Portland Express*:

"The four objectives of the campaign are first, to

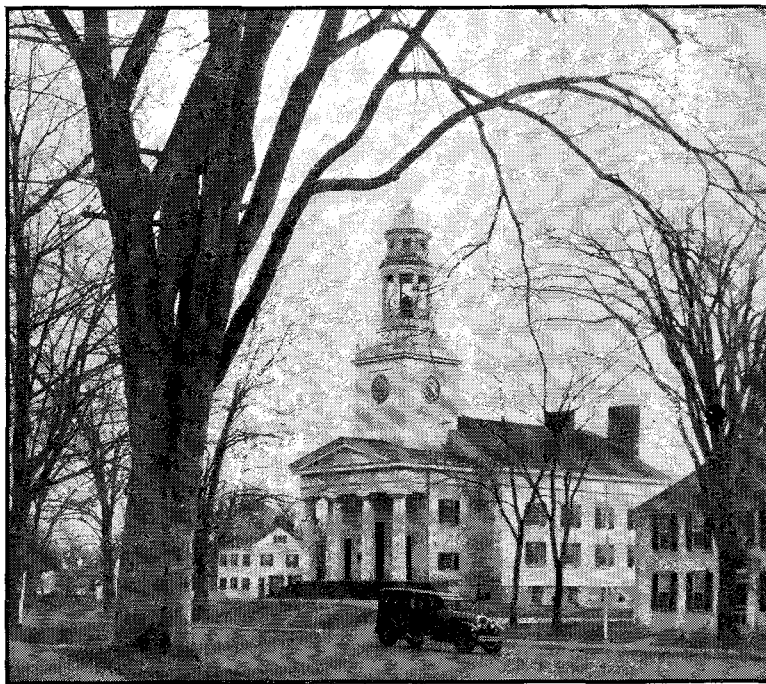
attract visitors and residents; second, to create good-will for New England products and increased confidence in their quality, both within and outside of New England; third, to stimulate expansion of existing industries, to encourage new industries, and to bring industries established elsewhere into New England; fourth, to inform, inspire, and energize New England."

Maine is held up to the other New England States by the *Springfield Union* as an example of what can be accomplished by united and persistent effort. Of other regional publicity campaigns the *Boston Herald* says:

"Right now the All-Year Club of Southern California is advertising in the Boston newspapers. The initial appropriation of that club in 1921 was \$46,284; the current appropriation is \$648,000. Also, California, Inc., has been expending in this manner \$250,000 a year for the last seven years. The Atlanta Industrial Bureau began in 1925 with \$250,000, and continues to-day with \$333,333.

"St. Louis began in 1925 to spend money to these ends. The city of Dallas, Texas, is expending \$150,000 a year for promotion purposes, and has used that amount, year by year, for the same end since 1921. The South has just adopted a plan to 'sell' the South to the South, the North, the West, and the East."

"New England can not get back her own by merely adopting boom-town psychology," remarks the *Brooklyn Eagle*, outside of that section; "but she may succeed by carefully correlating her forces, working as a unit, cutting waste, reducing losses, and concentrating on such specialties as pay best."



C. P. Cushing from Ewing Galloway

A GLIMPSE OF HISTORIC NEW ENGLAND

The old Unitarian Church, the first parish in Concord, with the old tavern adjacent—an example of what the New England Council calls New England's "developed assets."

TOPICS IN BRIEF

(An extension of this department appears weekly on the screen as "Fun from the Press")

CONTENTMENT is about eight parts laziness.—*Atlanta Constitution*.

PROVERB, revised by Wall Street: What goes up must go up.—*New York Evening Post*.

RECORD is established by imports of rubber. This is getting to be a bouncing country.—*Winston-Salem Journal*.

A SCIENTIST says there is no such thing as perfect climate. That man would be hanged in California.—*Dallas News*.

THREE trucks of coal caught fire in Yorkshire and burned for four hours. We should like a ton of that coal.—*Punch*.

ENGLAND has developed a substitute for cotton, but in this country we just use silk.—*New York Evening Post*.

SCIENCE might rest up a bit about the origin of man, and determine what his finish is to be.—*New York American*.

"PRESIDENT COOLIDGE Has Had Many Offers." But not, we venture, one to go into the talkie movies.—*New York Evening Post*.

NOTHING seems to be quite so much needed in this country as the spread of intelligence among the "intelligentsia."—*Boston Transcript*.

ONE of these days we expect to read of a Hollywood actress who has been granted a divorce and the custody of the press agent.—*New York Evening Post*.

WHEN you see smoke rolling out the windows of a modern home these days it might be a female bridge party instead of the house on fire.—*Florida Times-Union*.

THE last time we counted, the Democrats were facing a deficit of a million and a half. It may yet be necessary to ask some Philadelphia cop to pay off this mortgage.—*The New Yorker*.

A MISSOURI woman has willed her estate to her seventeen dogs. This isn't the first to go that way, however.—*Council Bluffs Nonpareil*.

UNDER present conditions the possessor of a seat on the New York Stock Exchange could be excused for not giving it to a lady.—*Troy Record*.

WE guess that just as soon as the Philadelphia police force gets through arresting one another, the day's regular work commences.—*Detroit News*.

NATURE doubtless is grand, but it wasn't a very brilliant scheme to put most of the vitamins in things you don't like.—*San Francisco Chronicle*.

SOLOMON was a wise guy, but he could never have competed with THE LITERARY DIGEST in forecasting our Presidential elections.—*Hartford Courant*.

REMEMBER the good old days when the people in the rural districts had so much money they could afford to buy a gold brick once in a while?—*Rushville (Ind.) Republican*.

THE report on the Road Fund makes it clear that the pedestrian is not to blame for motor accidents. This should be a great solace to him as he whizzes along in the ambulance.—*Punch*.

MOST of the plungers seem to think Wall is a one-way street.—*New York Evening Post*.

DIET specialists now tell us that spaghetti is the best all-around food. All around what?—*Brooklyn Eagle*.

APPLAUDING a movie actor is safe, because he can't come back and give an encore.—*Yates Center (Mo.) Times*.

THE American Federation of Labor reelects Green president—but it is still against the Reds.—*Winston-Salem Journal*.

FUTURISTIC art is now being faked, but there is no proof yet that the fake is any better than the original.—*Boston Transcript*.

IT is when a boiling stock market begins to cool that the water becomes most evident.—*Christian Science Monitor*.

THAT New York stock market has broken all records. It will begin on the hearts a little later.—*Wichita Eagle*.

MR. HOOVER's trip has proved that battle-ships aren't obsolete, but make very handy fishing-smacks.—*New York Evening Post*.

AN amateur gardener has succeeded in crossing a cabbage with an onion. This adds another horror to the Christmas-gift cigar.—*Punch*.

A SEAT on the Stock Exchange sold for \$575,000. And you can't get one in the subway for a nickel, either.—*New York Evening Post*.

MILLIKAN, scientist, says man will be here for a billion years yet. Possibly that is why politicians show no rush about farm relief.—*Wichita Eagle*.

YOU might not believe it, but in some of our cities poverty is so great the people can't buy gasoline to drive to the soup lines up-town.—*Council Bluffs Nonpareil*.

AS one Democrat we are willing to start a subscription list to buy THE LITERARY DIGEST before the beginning of the 1932 campaign.—*Tombstone (Ariz.) Epitaph*.

IT is probable that the Democrats will not again take issue with such a strong combination as the full dinner-pail and the old oaken bucket.—*Philadelphia Inquirer*.

WHAT has become of the old-fashioned barber who said he was "a professor of the tonsorial art"?—*Atchison Globe*. He is now practising as a beautician.—*Arkansas Gazette*.

THE total stock of money in the United States has increased to \$8,252,264,301, which indicates that we are getting ready to do our Christmas shopping.—*Topeka State Journal*.

OCEAN-HOPPERS and good-will cementers are requested not to come to New York for welcomes until further notice. Wall Street can not spare any ticker tape just now.—*The New Yorker*.

WHAT has become of that fellow who was going to cancel his subscription to THE LITERARY DIGEST because of the gross bias and inaccuracy of its straw vote?—*Mesa (Ariz.) Journal-Tribune*.

THE winner of a prize offered by an Italian journal for an unpublished comedy was found to be in prison. On the other hand, many authors of published comedies are still at large.—*Punch*.



FOREIGN - COMMENT

WESTERNIZATION OF THE EAST STARTS A REVOLT

THE EASTERN SOUL may or may not be unchanging, according to the poet's line, but certainly the body is showing itself in new colors to the world, and various observers venture to predict that the time may come when one of the household words of the Orient will be "snappy clothes for snappy dressers." The most drastic form of Westernization is being witnessed in Afghanistan, and reports from the eastern part of that country tell of a rebellion against the Westernizing reforms of King Amanullah. Shinwari tribesmen who have been in revolt are said, in Associated Press dispatches from India, to have been joined by Rhuganis and Mohmands. We learn further that roads are reported to have been cut on both sides of Jalalabad, where the King has been directing operations against the rebels, and that the town had been surrounded. But the Government forces have been strengthened by new troops, and Afghan Ministers are negotiating with the insurgent leaders.

As the *London Daily Mail* sees it, the drab monotony of Western dress is obliterating the polychromatic splendors that once presented the traveler with a revolution in costume for every day's march from Samarkand to Yokohama. The pigtailed of China seem already almost as remote as those of Nelson's Navy, and this newspaper continues:

"The Shah of Persia is clothing his subjects in trousers and top-hats. The falling veils of Islam may reveal fresh feminine beauties to the admiration of the world, but with them none the less an ancient mystery sinks to the level of the commonplace. Even the tarbush, or fez, which was introduced by Mahomet Ali (as a modified top-hat) to displace the turban, as part of his policy for the Westernization of Egypt, is now being expelled from Turkey as a symbol of an obsolete Orientalism. Thus the whirligig of time brings in its revenges.

"We of the West can not scorn the compliment the East pays us. Yet our imitators have not caught us in one of our happiest moments. If a European uniformity of dress is to be imposed on all the world, many will regret that the step was not taken long ago, when we could clothe our Oriental friends in the grace and dignity of Western costume in the age of Leonardo, or of Van Dyck, or even of Reynolds."

It seems a pity to the *London Star* that the East, in its haste to prove its equality with the West, should so persistently rob itself of its own charm, and that its new rulers everywhere should develop such a reform craze on national dress. In a survey of striking changes of custom in the East we read:

"The Chinese have forbidden the pigtail, Kemal Pasha the fez and the veil; now the Shah has ordered coats and trousers, and King Amanullah is busy reclothing his court and his officials. Even Japan, once the most charming of Eastern countries, has taken over bowler hats and reach-me-downs with the Western factory system. Do clothes really make the modern man? Half the charm of Sir Orfari Atta was contained in his flowing native robes. The world will be a much more drab place when all its peoples are monotonously clothed alike in suitings."

It is noted by the *London Daily News* that in Persia one queen has set her face sternly against the indecorous costumes of Paris, while in Afghanistan another queen is apparently bent on teaching her wild fanatical highlanders the beauty and the value of Western civilization. This newspaper then asks:

"Will Queen Souriya succeed? Does one want her to succeed? It is not a question which it is quite as easy to answer right off as might appear. Doubtless mere savagery, mere empty-minded barbarism, must go down before civilization—any civilization; and on the whole the sooner the better. But do we want to see the East entirely Westernized? Old Japan was a finer and a happier country in certain ways than the splendidly efficient modern Power. It is very far ahead yet, and neither we nor our children need worry about it; but it is possible to conceive the spiritual battle ending, as the material battle

ended, in the complete subjection of the East; and to imagine a world in which the forms, at least, of Western life and thought would rule unchallenged the whole habitable world, except perhaps among the Eskimos and in the dark hearts of Central Africa and South America. Would it really be a better world? Are you sure?"

An amusing result of the reform in dress among the Afghans is reported in a Lahore (India) dispatch to the *New York Times*, from which we learn that:

"So great is the dearth of European headgear in Kabul,



Keystone View Company photograph

MAKERS OF NEW AFGHANISTAN

King Amanullah and Queen Souriya, whose Westernizing reforms are bitterly opposed by Afghan religious leaders.

Afghanistan, as a result of King Amanullah's order that all its citizens must wear hats, that *The Civil and Military Gazette's* special correspondent has returned with the news that his own headgear was stolen immediately on his arrival. He rejoined his newspaper wearing what purported to be an Afghan colonel's toupee made of cardboard.

"Meanwhile, the Sikhs in the Punjab have been much upset by the new order. The Sikh shrine's protection committee has protested to the Afghan Consul-General that the Sikhs are enjoined by their religion to wear turbans. The Consul-General replied that the Sikhs would be exempt, but the Sikh organization fears the order will be made general, nevertheless."

That the way of the reformer, even as of the proverbial transgressor, is hard, in Afghanistan at least, we are assured by the *Bangkok Siam Observer*, which tells us that the religious leaders of Afghanistan, the Mollahs, are reputed to be at the head of the opposition to the "new-fangled ideas" of His Majesty King Amanullah. Unfortunately, this newspaper asserts, these ecclesiastical rulers have on a good many occasions "played a very important part in swaying the destinies of Khorassan," and it is explained that:

"One of the reasons for this is that the laws of the land are purely Islamic laws. Over these come the laws of the Amir, who himself constitutes the Court of Appeal. But there have been innumerable instances in the past when the weight of the priestly hierarchy was sufficient to set aside any rulings that the Sovereign might give and on various occasions in which the Mollahs have been directly responsible for changes in the ruler. However, since the time when Amanullah Khan took the throne of his assassinated father, in 1919, he has done an enormous amount to consolidate his power in spite of the machinations of the ultra-conservative element, of which the priests seem always to have been the heads, as they are reputed to be in the present instance. But the father of the present ruler had established a very strong central government backed by a national Army, and from all accounts there had been an enormous amount of real progress and development made ere King Amanullah went to Europe, so that it seems that the conscientious objectors to the reforms are not likely to stand very great chances of success. It is obvious that the changes proposed are planned for the welfare and progress of the State; but to what degree this will be appreciated by the people is a moot point."

Among other signs of modernity in Afghanistan, we are told, is a marked development in military preparedness and the Peshawar correspondent of the *Calcutta Statesman* advises us that:

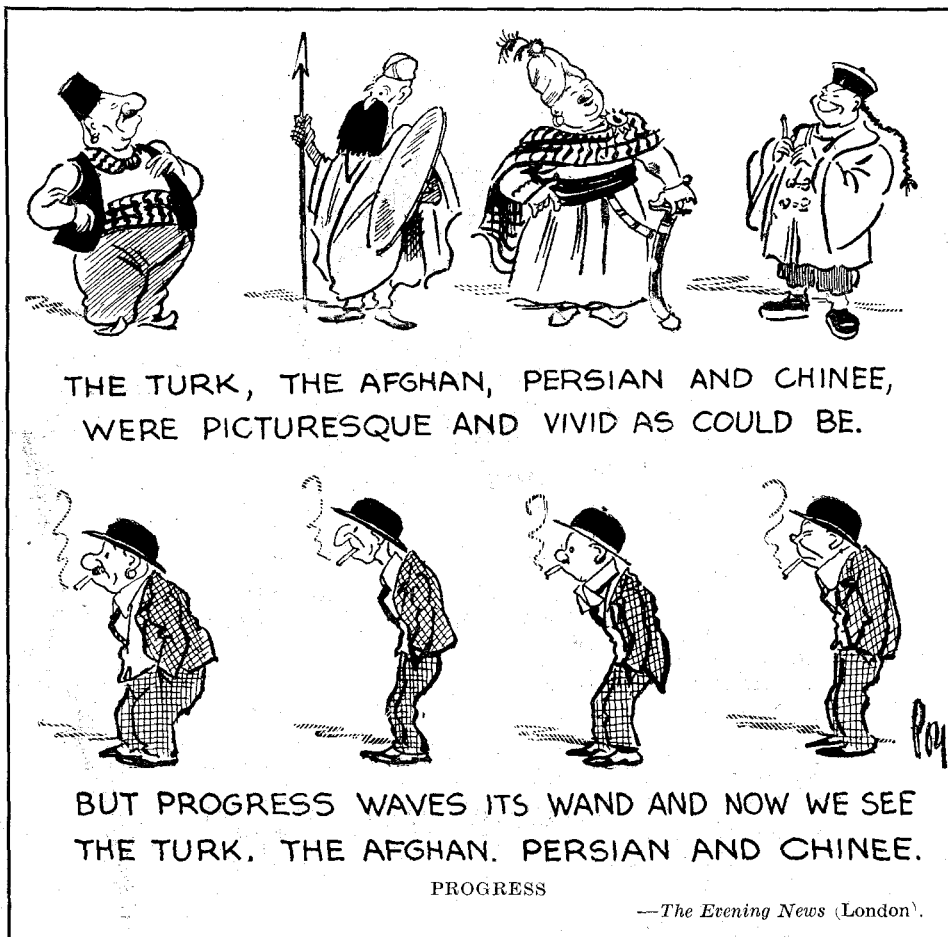
"The military progress which is proceeding apace in Afghanistan is indicated in a recent article in a Jelalabad newspaper, *Ittihad-l-Mashriq*, which declares that rapid progress has been recorded since the meeting of the Leo Jirga four weeks ago.

"With regard to the War Ministry's instructions for training, officers have been engaged from Turkey, while a number of suitable Afghans have been sent to Russia, Turkey, and other countries. Twenty officers will shortly be dispatched to England in order to study aviation; 25 officers have been sent to Russia, of whom three died and two failed to pass the test examination; 15 to France, and 25 to Italy. Artillery instructors have been engaged from Italy.

"As regards the equipment of the Army, machinery has been imported for melting iron, manufacturing cartridges, bombs, shrapnel, fuses, and gun-powder, and a separate smokeless gun-powder factory will shortly be opened."

INDIA'S "YOUNGER SET" OUT FOR FORCE

NOT WORDS BUT DEEDS will make the British surrender to India's demand for an extension of native political control in India, we are told, and it is said to be the slogan of the younger men in politics who differ sharply from the older Indian politicians, who, seemingly, believe that all necessary to be done should be done on the principle that what India wants can be had for the asking. That the doctrine of force—"non-violent or violent force"—as the younger Indian



politicians put it, is creeping into Indian politics is declared to be evident from pronouncements made by the "younger set." We read that Pandit Jawaharlal Nehru, who was educated at the famous British public school at Eton, who later attended Oxford University, and who recently paid a hurried visit to Moscow, indulged in pretty plain speaking on this subject in a speech that he delivered in Calcutta in reply to the address that was presented to him by the All-Bengal Youth Conference. "You can not expect," he asserted, as reported in the *Calcutta Amrita Bazar Patrika*, "that the aliens (now in control of India) should be so generous or unselfish that they ought not to have any interest for themselves." History, he added, "has yet to show a country which has been unselfish," and in his view—

"Political freedom is never achieved without some kind of action behind it. This may be physical, non-violent or violent, but it has to be admitted that there must be some such force behind it to achieve political freedom."

A few years ago, when Mahatma Gandhi started the non-cooperation movement, he, in Pandit Jawaharlal's opinion, introduced a kind of force. To quote him: "During the non-cooperation movement there was some kind of action. This action, tho on a smaller scale, was of the first of its kind so far as India is concerned." After referring to "a strong movement in Bengal" before non-cooperation was started—meaning the attempt to drive the British away by throwing bombs

and firing revolvers at them—this Indian publicist went on to say:

"So far as India as a whole is concerned, it was only in the period of non-cooperation that an attempt was made to develop mass action. It has, of course, not achieved freedom for India, but it has been successful in creating fear in the Government of India. There is no doubt about that.

"Any amount of action that is developed in the country will be sufficient to put pressure on the Britishers. By whatever method we join together, it is bound to succeed. Reference has been made from time to time to boycotts of foreign cloth, British goods and the like. There is no shadow of doubt that these are bound to succeed to the extent that they get action behind them."

In Pandit Jawaharlal's opinion, Indian freedom is not likely to come through the instrumentality of Indians "who understand English." They could achieve freedom, if "they act together, and do not go against the masses."

"But if we analyze the English-educated Indians in the country, we find that quite a large number of them owe their very existence to the British Government—either for service or hope of service, or the like. He—the average educated Indian—must naturally be afraid if British rule ceases.

"Take the instance of trade; a great deal of trade is dependent on the British connection. There is no doubt that a large number of people who are directly or indirectly connected with the British Government think that political independence will bring disaster on them."

Swaraj—self-rule—will, in this politician's view, adversely affect the Indian princes, whom he describes as "embodiments of feudalism." They, he says, "are bound to lose a good number of their privileges, if they do not lose them completely." The landlords—big *Zemindars*—are also likely to suffer. Individual princes and landlords "may sincerely desire *swaraj* in India," but not as a class, for their interest is "solely centered round British rule in India." For these reasons, he pins his hopes to—

"The peasants and the industrial workers and members of other professions. These classes have a great deal to gain and very little to lose if alien rule is abolished. These are the people who must form the armies or forces to fight the battle of India's freedom. It is to their interest to do this, as they have got very little to lose. Primarily the struggle will rest on them."

To attract this "army of freedom," Pandit Jawaharlal urges the adoption of an "economic program" that will be attractive to them. That his mind is moving in the direction of Russian Communism is clear from his declaration that:

"There is no doubt about it that Russia is the country which interests us so vitally. From any point of view, whether it is social, economic, or political, you are bound to feel interested in the tremendous experiment that is going on in Russia. You can not ignore it. Russia has interest for us for other reasons. The problem of Russia must be interesting to us, because the problems of Russia and India are almost similar."

GERMAN SHOTS AT THE HOOVER TRIP

THE GERMAN FLAG is coming to be a common sight in South American ports, and the business streets are sprinkled with the signs of German firms and German banks. Hence the keen interest of the German press in the Hoover voyage. When the World War ended, the world-wide trade war started, a conflict that knows no armistice, and the sharpshooters of the German editorial trenches are hard at it. Good-will talk about Mr. Hoover's voyage to Latin America is soothing to the ear, "at least to the ears of the vast American

public that think anything can be put over on the peoples of the Southern continent," say some German newspapers, which are convinced that speeches and salutes from the distinguished chief passenger aboard the war-ship *Maryland* will not overcome the opposition of Latin Americans as easily as it probably seems. In Berlin the *Deutsche Allgemeine Zeitung* expresses the opinion that the relations of the United States to most Latin-American countries have not been and are not of the best. North American diplomats, it is alleged, succeeded in preventing the Latin-American States from building a unified front against Washington, and revived the binding power of the Monroe Doctrine. But the latent antagonism between North America and South America was not killed, in the view of this daily, which proceeds:

"In the recent election campaign the attitude of the United States to the Latins played an important rôle. The Democrats attacked the party in power on account of its support of intervention policies

in Nicaragua. Now it appears that the newly elected President wants to allay that impression through his visit to Latin America.

"It is understandable that Mr. Hoover, who is first of all a good business man, should desire friendly relations with Latin America, and should want to see the present tension relieved.

"The attitude of the countries he is visiting is not everywhere friendly. This is shown by Argentina's refusal to participate in the Pan-American conference at Washington.

"Nevertheless, Mr. Hoover's trip is meant to win back for Washington at least part of the lost sympathy in the southern continent.

"That Mr. Hoover wishes to appear as the representative, in a sense well known, of the power of expansion of the United States is shown by the fact that he is making the trip on the war-ship *Maryland*. Mr. Hoover is traveling not only as a business man, but also as the representative of a powerful Navy with which the Latin-American countries are not able to compete.

"It is reported that his trip is to serve as a means of studying the prospects for a second Panama Canal through Nicaragua. However, it is not to be expected that that fact will lead to the withdrawal of the marines from Nicaragua, where they are the cause of so much scandal in Latin America."

Solidification of the Monroe Doctrine to the ultimate degree for new investments of North American capital and for closer economic hegemony of the United States over the countries south



A GERMAN JAB AT BRITAIN

"When India's politicians raise their hands against John Bull."
Kladderadatsch (Berlin).

of it is the real objective of Mr. Hoover's trip, says the *Vossische Zeitung*, which adds:

"There are two observers of the President-elect's journey, and they are following with anguish the progress of the Stars and Stripes on the *Maryland*, namely, England and Spain. To put the matter bluntly, there will be a struggle in the near future between the pound and the dollar for supremacy in Latin-American economies.

"In Washington they laugh as much about academic pan-Iberianism as over pan-Latinism, which has been already tried as a protection against the hegemony of Washington. The goal is the control of the oil-fields of all America. Mr. Hoover is the oil expert of the United States, and he wants to protect the North American oil-fields from exhaustion by the acquisition of other sources."

AUSTRIA AN "UNSOLVED PROBLEM"

AUSTRIA'S RIVAL FASCIST AND SOCIALIST ARMIES, which threatened to make trouble a few weeks ago, were handled in masterly manner, we are told, by the Austrian Government. They put Vienna in a state of siege in order that the Fascists should have their march of demonstration in the forenoon and be out of the way before the Socialists began theirs in the afternoon. According to the Manchester *Guardian* both the Fascist and the Socialist forces proclaim themselves as purely defensive protectors against possible external enemies. But this, we are told, "creates an intolerable situation in which nerves are dangerously strained and a *coup d'état* by either organization is possible without any warning." To allow unofficial armies to be organized is a blunder, to permit them to reach the present pitch of efficiency was criminal, in the judgment of *The Guardian*. Meanwhile Vienna press dispatches advise us that the National Assembly has elected Wilhelm Miklas second President of the Austrian Republic for a four-year term. The first two ballots were indecisive, we are told, but on the third the Social Democrats withdrew their candidate, former Chancellor Dr. Karl Renner. Surveying Austria's transformation as a result of the war, Dr. Renner, in a London Labor journal, *The Daily Herald*, recalls that:

"The word 'Austria' has two meanings for the world at large. For four hundred years the idea of a great world-Power was coupled with it. From 1526 until 1918 it stood for the mighty Empire on the Danube, which was built up by the German princely House of Hapsburg out of the German Alpine countries, the Lands of the Bohemian and the Hungarian Crowns; for a time it included also Northern Italy and a part of Poland.

"This great Power broke up in 1918 under the hammer-blows of the Allied armies. The Czechs, Hungarians, Poles, and Jugoslavs formed their own States, and the inhabitants of the German Alpine districts on the Danube—the original family property of the Counts and Grand Dukes of Hapsburg—were left high and dry, deserted by those who for four hundred years had shared with them good and evil fortune.

"Not only was this country left overnight with no guiding hand and no future. It was flooded with disordered troops streaming back, horrified and bitterly angry, from the Italian front. What was to happen to these German provinces—what was to be the fate of its inhabitants? History will one day record that alone the Social-Democratic Labor party did not lose its head, but found a way out of the chaos and took the lead."

Dr. Renner goes on to say that, owing to the impulse given by this party, all German deputies of the old Austrian Parliament assembled on October 21, 1918, in Vienna and declared themselves to be a provisional representative body for the German parts of Austria—that is to say, representative of "German Austria." They decided to form its inhabitants into a separate State and to set up an independent government. We are then informed that:

"The National Assembly formed a committee with full powers to draft a constitution. On November 12 the Constituent National Assembly adopted the provisional Constitution, and declared that all the German lands of the old Empire now formed the German-Austrian Republic.

"In this notable assembly sat also representatives of German South Tyrol and of the German territories of the present-day Czechoslovakia. These territories also, by the free voice of the people, declared their adherence to German Austria. Had the 'Right of Self-Determination,' as proclaimed by President Wilson, been allowed to have effect, these territories would to-day form part of Austria, with a population of at least 10,000,000.

"But German Austria, tho only one-eighth of the old Danube Monarchy, was condemned by the Peace Conference of St. Germain in 1919 to bear alone the war-guilt for the whole and (what was of much more evil effect) the war debts. South Tyrol was given to Italy, and more than three million Germans to Czechoslovakia, so that there remained only a tiny State of six millions, nearly one-third of whom inhabit the capital, Vienna.

"Thus, there was created a State-form unfitted to live at all, with a State capital—the fourth largest in Europe—having practically no economic hinterland. The frontiers are drawn at thirty miles distance from this capital! It is precisely as tho Paris with a few neighboring departments were to be cut out of France, deprived of access to the sea, surrounded with high customs walls, and declared to be an independent State.

"The State thus created was forbidden in the Treaty of St. Germain to unite with the other Germans of Europe in a common State, despite the fact that for centuries Vienna herself was the capital of the Empire of the Germans.

"All the greater difficulties with which the Austrian Republic has had to contend during these ten years can be traced back to these unhappy provisions of the Treaty of St. Germain. At the foundation of the Republic on November 12, 1918, the Constituent National Assembly declared unanimously that 'German Austria is a part of the German Republic.'"

Union with Germany was immediately adopted as the national program, we are told, and this advocate of the Austrian Social-Democratic party in Austria goes on to say that during the first two years of its existence the Austrian Republic (1918-20) was "governed by a coalition of Social-Democrats and Christian Socials." We read then:

"At the elections held in the autumn of 1920 the Social-Democratic representation was weakened, and the Christian Socials secured a majority. From 1920 until to-day the country has been ruled by the bourgeois parties' *bloc*, headed by the Christian-Social party and its leader, Dr. Ignaz Seipel. This *bloc* secured the majority—tho on each occasion a smaller one—at the two elections of 1924 and 1927.

"The bourgeois-*bloc* Government was at the start strongly influenced by monarchist propaganda, and by the neighboring country of Hungary, where the throne was upheld and reserved for the Hapsburgs. Bit by bit, however, the republican idea has grown stronger, and to-day predominates in bourgeois circles also.

"The terms of the St. Germain peace were ratified in 1919 by the Coalition Government. From 1920 onwards the bourgeois *bloc* has been solely responsible for foreign policy. Austria entered the League of Nations, and through the mediation of Geneva, the Federal Chancellor, Dr. Seipel, secured the so-called 'League Loan' for the rehabilitation of the State finances and the stabilization of the currency. For five years now the country has had the benefit of the stable schilling currency, tho it has never obtained relief from the general economic crisis. Still many factories stand idle—the number of unemployed is, for so small a country, simply terrifying. Still is the country shaken by social crisis following social crisis.

"Despite this economic depression, the Social-Democratic Labor party in Austria has managed to keep the workers influenced by Communist propaganda. Bolshevism found no soil to grow in in Austria. Nevertheless, Fascist movements have arisen of recent years under the influence of the Italian neighbor, their leaders fired by the example of Mussolini. Heavy industry has equipped from its financial resources armed bands, which threaten the working classes and seek to sweep away the social welfare measures made law through the Social-Democrats, and to abolish democratic government."

Dr. Renner then calls attention to the fact that the working classes in Austria have prepared for resistance, and have formed a body which, "if unarmed, is of semimilitary character, for the protection of the republic—the Republican Defense Corps." There have been frequent collisions between the two formations, and again and again "workers have been shot down by the Fascists."

SCIENCE • AND • INVENTION



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A CHRISTMAS-DAY CROP OF BABIES AT A HOSPITAL IN LONDON

Including a pair of twins, in the arms of the doctor disguised as Santa. Despite their blinkings, and boasts of their intelligence by proud parents, we are told they can see nothing in their first three weeks of life. Hearing, touch, taste, and smell are also very rudimentary.

OUR THREE WEEKS OF BLINDNESS

EACH OF US WAS ONCE BLIND. During the first three weeks of our babyhood we could not see. We "didn't take notice," the nurse said; and the reason was that we could not use our eyes at all. So, at least, we are assured by a writer in *The American Weekly* (New York), summarizing information recently given out by Dr. Park Lewis, vice-president of the National Society for the Prevention of Blindness. When a new-born baby seems to be staring fixedly at its adoring mother or at its kindly nurse, what it actually sees is—nothing. The new eyes, still unskilled in what will be their job through life, are far more likely to be attracted by an open window into the sunlight or by a near-by electric lamp than by anything human. To quote from the article:

"Old-fashioned nurses used to say after a few days that the new baby was beginning to 'take notice'; a phrase which has the full approval of modern science. For about three weeks after birth, says Dr. Lewis, a baby can not really see anything clearly.

"These three blind weeks are not altogether eye-blind. They are brain-blind, too, for the brain has not yet learned what eye messages mean. Messages that go to the brain centers from the ears need also to be learned and sorted. Touch messages are, perhaps, understood a little better; for these are simpler. Perhaps the sensations that adults call taste and smell are equally lacking. But the deficiency is more likely to be in the sorting and interpreting office in the untrained brain than in the ear or nose or other organ of sense.

"The baby's eye has, however, some beginner's handicaps of its own. For example, the eyes of virtually all white children are very light in color at birth; most of them are blue. The darkening pigment which Nature is to provide later on as a protection against the too brilliant sunlight of southern lands has not yet been manufactured in the tender tissues.

"Eye movement is not yet accurate or speedy. The muscles which move the young adult's eyes like lightning from one side or another, to seek pleasure or to watch for danger, have not yet learned their duties or fallen under the sway of the nerve centers deep in the base of the brain.

"Even for many months after birth one incompleteness of the baby's eye may last. The eye is very likely to be farsighted, like the eye of an old man.

"When babies are born their eyeballs are seldom quite finished. It is probable that nearly all babies have sight blurred badly and can see objects close at hand only if their eyes are fitted with tiny glasses like little old men. Babies a few weeks old sometimes recognize persons at a little distance better than when the person is first seen close at hand. Nature will correct this presently, for the eyeball grows gradually longer and soon forms the necessary sharp focus at just the right distance from the eye's lens."

Another thing probably wrong with the sight of young babies is that they are color-blind, the author tells us. Not long ago, he says, Prof. F. M. Gregg, of Nebraska Wesleyan University, found that even cats and dogs see colors very poorly. Raccoons are more completely color-blind. The same fact has been found by Dr. A. E. Hopkins about mice. If baby seems to like mama's red dress, that is not apt to be because of the color. More probably the clothes have different smells or one dress is brighter and lighter than the other. To quote again:

"A few people are completely color-blind and also 'day-blind.' In the dark these people see well enough. In the strong light of day they can not see at all. Perhaps some babies, at birth, have this complete kind of color-blindness and day-blindness combined, due to the failure of the cones in their eyes to form in time. It is probable, however, that this complete kind of color-blindness is due to the brain rather than the eye.

"The distinguished English physiologist, Dr. Ernest H. Starling, recently concluded that partially color-blind individuals have something wrong with the sorting machinery in the brain, not with the perceiving machinery in the eye. This is probably what is wrong with babies' eyes.

"A few months ago an eighteen-year-old girl at Lincoln, Nebraska, suddenly acquired her sight after having been blind from birth. Her experiences, news-dispatches report, were peculiar. She could see a chair, but she had no faintest idea what it was. When she went and felt of the chair she knew instantly. One by one, she needed laboriously to learn the looks of familiar things that she knew only by touch. Just so, Dr. Lewis's theory says, the baby needs to learn the looks of everything.

"This learning is probably not unlike learning to walk or to speak. Perhaps in the long-distant future, babies will be born able to walk and speak within a few days or weeks. Nothing like that has happened yet.

"Very little is known about the order in which the five senses develop in a baby or are learned by the baby's brain. It is a field of scientific investigation largely neglected; perhaps for the quite natural reason that even scientists are more interested in babies as human individuals than as experimental material to be studied. It is probable, however, that the sense of touch is almost the first sense to be understood and used by the infant brain, if not the very first. Before a baby can do anything else it shows signs of discomfort or comfort. It can feel and seize things before it can look or listen.

"Next to this touch sense the sense of hearing probably comes to be understood and used. The American psychologist, Dr. John B. Watson, observed that babies are frightened by loud noises when still too young for lights or other visible things to have apparent effect. Last of all to develop, it is probable, is the sense which is to be the master of all in later life—the sense of sight.

"The world of a few-days-old baby must be an extraordinary world, fortunately unremembered by the time its confused images have been sorted out and understood. Blotches of light come and go as day begins or ends. Dim gray shapes move about, bring food, do comfortable or uncomfortable things to the baby's bed or clothes. Strange noises clamor for admission and recognition in the confused baby brain. No wonder that babies like to forget it all as often as they can, and go to sleep."

ARCTIC GETTING WARMER—The Arctic climate is getting warmer, at least temporarily. This is indicated, we are told by Science Service's *Daily News Bulletin* (Washington), by the results of the U. S. Coast Guard's expedition to the waters between Labrador and Greenland, which was recently noticed in these columns, and which has recently returned after an absence of over two months. By measurement of ocean temperatures in this area, they found that a surface layer of water 300 feet thick, covering 100,000 square miles, is five degrees warmer than normally. "Such an additional heat reservoir of tremendous proportions is bound to have far-reaching climatic effects," pointed out Commander Edward H. Smith, who commanded the expedition. Other important conclusions were as follows:

"The bottom water in the trough between Greenland and Labrador has a temperature of 37 degrees Fahrenheit and a saltiness of 3.49 per cent. 'The observations showed,' said Commander Smith, 'that this water was not produced on the surface or by melting ice, as suggested in theories of Nansen and Pettersson, but indications point to a slow bottom-creep from the Antarctic as the source of such waters, even off Greenland.' The coastal shelves of Greenland are much narrower than shown on present-day maps, while the Labrador shelf is wider. Three headlands were sighted by the *Marion* north of 60 degrees latitude, which indicate that the coast of Baffin Land, as shown on maps, is in some places as much as twenty miles in error. The Arctic waters were extremely open this summer. About a thousand bergs in Disko Bay near the glacier front, and 200 bergs stranded on the Labrador Coast near Cape Harrison, constituted practically the only ice present. The Arctic pack itself shrank to twenty miles off Cape Dier, Baffin Land."

OUR UP-TO-THE-MINUTE FARMERS

THE CARTOONIST'S IDEA OF THE FARMER as a man in a torn straw hat, holding a pitchfork, and with "hayseed in his hair," is not held by William Butterworth, chairman of the board of Deere and Co., the plow-makers, and incidentally president of the Chamber of Commerce of the United States. Mr. Butterworth views the American farmer as an extremely up-to-date producer of vital necessities, and he gives chapter and verse for this belief in detail. In an interview printed in *The Executives' Magazine* (St. Louis), Mr. Butterworth is quoted as saying:

"No general discussion of the condition of the American farmer can have the slightest validity; for, beyond the fact of being citizens of the United States and drawing their sustenance from the soil, the multifarious groups of proprietors and workers included under the general designation have no common characteristics. Under the general name 'farmer' we include the market-gardener near the great Eastern cities and the grower of citrus fruit in the Rio Grande Valley. We include the grazer of cattle on the mountain ranges of Colorado and Wyoming, and the raiser of wheat in Western Kansas and the Texas Panhandle. The term covers the dairy-owner of Wisconsin, the potato-raiser of Idaho, the breeder of beef stock in the Corn Belt, the cotton-raiser of the Mississippi Delta, the Californian who grows early vegetables for a market 3,000 miles away. The man who discusses the farm 'problem' must, if he is to be understood, begin by telling what group of farmers he has in mind, what part of the nation they inhabit and what they raise.

"There is no kind of difficulty which is just now overshadowing Americans generally who draw their living from the soil. This is not a matter of opinion, but of fact. The wholesale price-index for the nation on the first of August showed the highest figure but one for that month since 1920. Mail-order sales for the month of July establish a new high record for that month—two things which would have been impossible had there been any general curtailment of the buying power of farmers, who compose the largest group of purchasers in the nation. In 1927, five and a half tons of steel out of every hundred manufactured in the United States were fabricated to meet the uses of American agriculture. In the current year, the great implement companies have experienced a record summer business. These facts are utterly irreconcilable with any theory of general agricultural depression, or general financial embarrassment of the American farmer. Farmers are buying more implements than ever—and paying for them too. There are troubles and difficulties in certain parts of the agricultural field—but they are neither of the kind nor the number to make out a case for any sort of general agricultural depression.

"The real difficulty of the growers of field crops is as different as possible from certain current representations. It has often been said that agriculture ought to follow the example of the manufacturing industries, and 'turn the farm into a factory.' We have been told that the farmer is not progressive—that he is operating small producing units wastefully, while industry, coordinating the efforts of thousands of workers under a

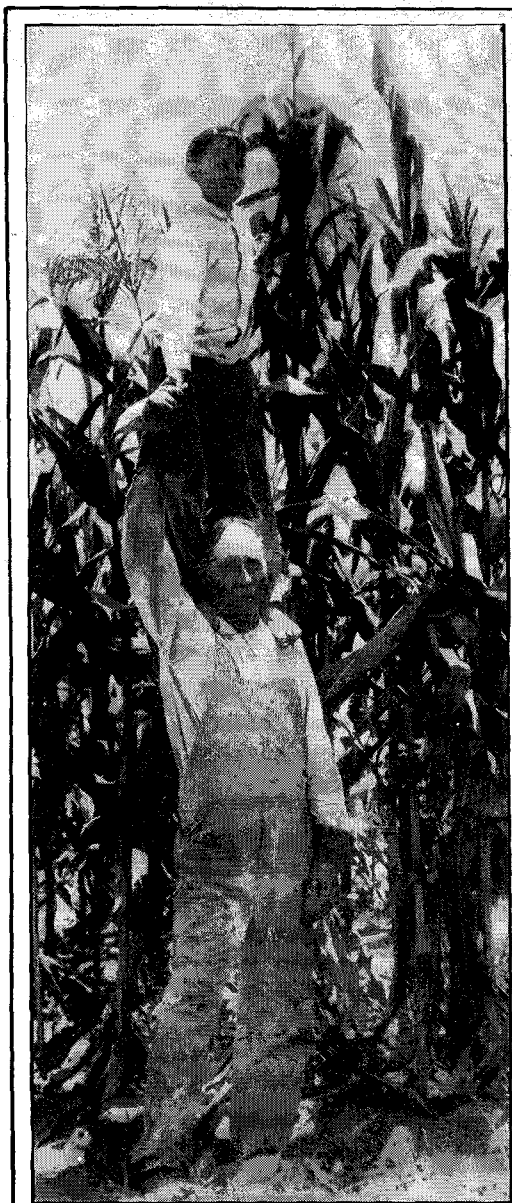


Photo by Underwood & Underwood

ACKNOWLEDGING THE CORN

Jack and his beanstalk are matched by the American farmer and his cornstalk. America's miraculous business progress is no more wonderful than our agricultural advance, says an authority who makes the farmer's tools.

single roof, has swept by him and left him hopelessly in the lurch.

"The man who believes these things is no closer to the farmer than the caricatures in the comic papers will take him. Those who have worked with the American farmer know that he has set a new record in the history of man in contact with the soil, by the quickness and intelligence with which he has assimilated the results of invention and scientific research, and made the changes in his daily practice which new appliances and new methods indicated. The demonstration may be found in records of the farmer's working hours, and the yields resulting from his efforts. The labor-cost of a bushel of wheat eighty years ago was about seventeen cents; just before the war it was three and a half cents, tho wages had greatly risen in the meantime. In 1850 the labor required to produce a bushel of corn was four and one-half hours; to-day it is forty-one minutes."

HURRICANE POSSIBILITIES

THE DESTRUCTIVE WEST INDIAN hurricane is no more violent and no more frequent to-day than in past years, says Charles L. Mitchell, meteorologist, in a bulletin issued by the U. S. Weather Bureau. A "hurricane" is simply a tropical storm of unusual violence, not a high-speed whirlwind of relatively small diameter, such as a tornado. Mr. Mitchell writes:

"Tropical storms have occurred during past ages, and undoubtedly will occur in the ages to come. Columbus had the misfortune to encounter one during one of his voyages and to suffer destruction of a large part of his fleet, with the loss of many of his sailors. Reference to hundreds of hurricanes during 400 years since have been found in ships' logs, historical stories, and other writings, but for the most part the records are fragmentary. Complete records are available for about fifty years. The number varies greatly from year to year. The cause of this variation is as yet unknown. The least number in a single year was one in 1890. The year 1887 had the greatest number, sixteen. There was a total of 316 during the fifty years.

"Only a portion of all tropical cyclones reach the coast of the United States, and only a part of these are of hurricane intensity. It is further known that a larger percentage reach the Gulf coast or the South Atlantic coast during a certain period of years than during other periods of similar length.

"The principal hurricane months are June to October, inclusive. No tropical cyclone of hurricane intensity has ever, so far as is known, reached the Gulf or the South Atlantic coast in any of the other seven months of the year. The chances of a tropical cyclone developing hurricane strength varies from $3\frac{1}{2}$ in 9 in June to $7\frac{1}{2}$ in 9 in August.

"The months of greatest frequency of hurricanes on the coasts of the several States are August for Texas and Georgia, and September for other States. October is the month of greatest frequency on the Gulf coast of Florida. It is interesting and important to note that no State has an average of one hurricane a year.

"There is much variation in size and intensity. In the case of what are sometimes called 'small' hurricanes, damage occurs in a relatively narrow path, perhaps from a few miles to thirty or forty miles in width. The wind velocity and the damage are not dependent upon the actual pressure, but upon the difference in pressure at the center of the storm and short distances away. For example, in the hurricane which passed near Key West in 1919 there was a half-inch difference in simultaneous pressure readings in that city and at Sand Key, eight miles away. A small hurricane with a certain pressure gradient will not produce

as high tides as a larger hurricane with a similar pressure gradient. In the latter case the action of winds of hurricane force is effective over a much greater area of water surface, with consequent 'piling up' of the tides. In hurricanes of great diameter, the diameter of the path of great damage from wind may range from 50 to 100 miles or more. Of the eighty-four tropical cyclones of hurricane intensity that reached the coast of the United States during the last fifty years, only sixteen can be classed as 'great' hurricanes both as to intensity and diameter.

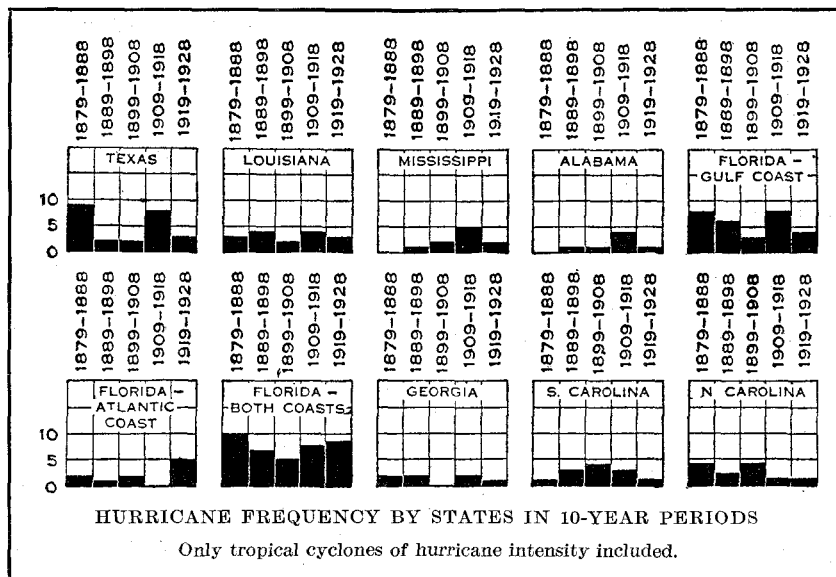
"Aside from damage from high tides in low coastal sections and along large and shallow lakes, damage by hurricane winds to buildings constructed along or near the Gulf and South Atlantic coasts can be minimized if the walls and framework of buildings are sufficiently strong to withstand the wind pressure when the wind attains a velocity of from 100 to 125 miles an hour. It has been the experience of all Weather Bureau officials who have investigated the amount and kinds of damage from hurricanes that even well-constructed frame buildings do not, as a rule, suffer more than relatively minor damage. Few well-constructed buildings collapse and either kill or endanger the lives of the occupants, except possibly in the greatest of hurricanes.

"Considering long periods of time, there has not been any material change in the number of hurricanes, in their general

paths and in their characteristics, and there will probably be no material difference during long future periods. No rule or law of regular recurrence has been established. It is doubtful if such periodicities exist. Therefore, no prediction can be made as to the number of hurricanes which will occur in a given year, or period of years, nor as to the States that will be affected by them.

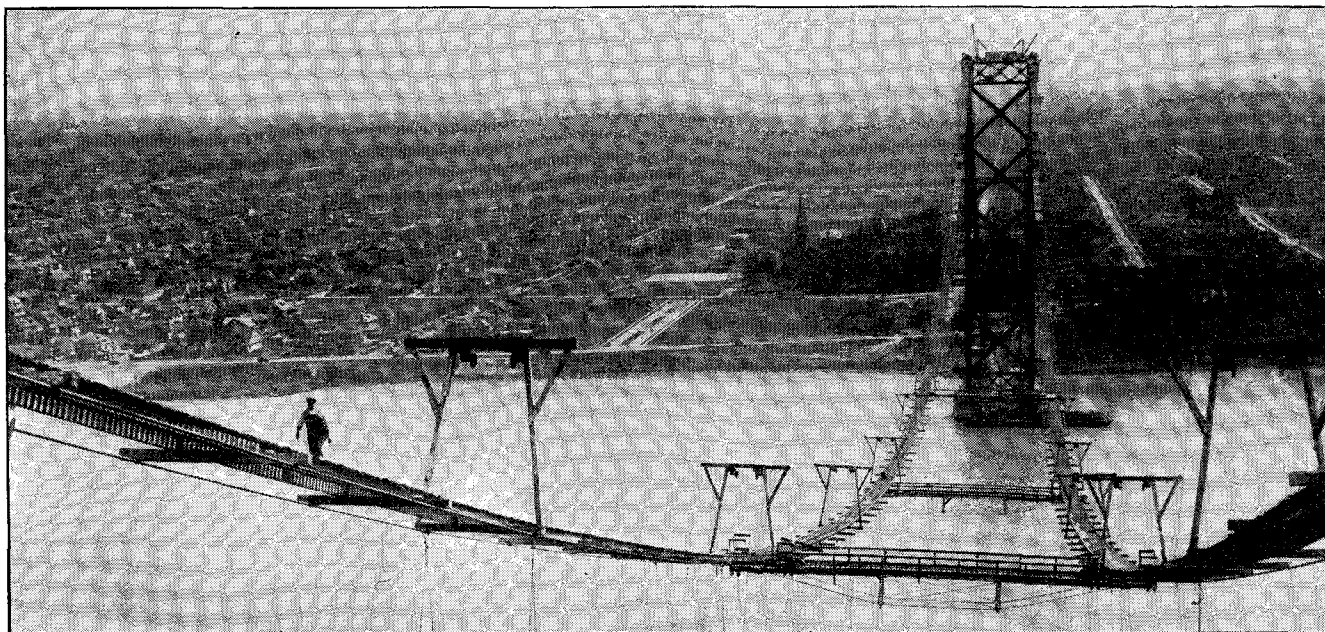
"A comparison with the records of earlier years shows that during the last ten years the east coast of Florida has experienced an unusually large number of severe hurricanes.

Hence, it may be assumed that future decades will rarely show so high a frequency of hurricanes as has the last one."



TENNESSEE BABY'S TAIL—A human tail of almost record-breaking length has just been discovered, according to newspaper reports, appended to a baby girl born at Knoxville in Tennessee, the State that outlaws evolution. This tail was reported to be seven inches long. The record is a nine-inch tail on a twelve-year-old boy from French Indo-China. Says Science Service's *Daily News Bulletin* (Washington):

"Only about twenty-five authentic cases of babies born with tails are known to science. However, every human being had a tail at an early stage of his life, stated Dr. Adolph H. Schultz, associate professor of physical anthropology at the Johns Hopkins University. Dr. Schultz has asked that the unique appendage be sent him for study. Before birth, when man is in the embryo stage, he has a tail one-sixth the length of his body. Generally this tail disappears before birth, tho the rudiments of the vertebrae in it may be found in man's spinal column, where they are known as the small bones of the coccyx at the end of the spine. Occasionally the tail persists and appears externally, as in the case of this new daughter of the Fundamental State. Man's evolutionary relatives, the higher apes, have even less of a tail than man himself, Dr. Schultz said. In the orang-utan the embryonic tail disappears more completely, leaving only two or three rudimentary tail vertebrae. In man there are four or five of these and sometimes six at the base of the spine. When the tail persists externally, it never has any bones, but is made up of nerves, blood-vessels, and muscles. In man and apes it is evidence of evolution from a tailed ancestor."



A NEW TYPE OF HIGH-STRENGTH WIRE WILL SUSTAIN THIS BRIDGE

The Ambassador Bridge at Detroit, ready to build up the 19-inch cables containing 7,622 strands of wire.

DRUGS, ALCOHOL, AND INSANITY

IN A DISCUSSION OF THIS SUBJECT at a meeting of the Society for the Study of Inebriety, in London recently, Dr. Hubert J. Norman said the relationship between these things is not always clear and that there is still likely to be theorizing as to the part played by alcohol and drugs in producing mental disorder. The effect upon the nervous system is only one aspect of the subject; other parts of the economy are also involved. The following abstract of Dr. Norman's remarks is substantially that made by *The British Medical Journal* (London):

"There is a general resemblance in the fundamental characters of the symptoms produced by these substances acting on the outer part of the brain. The differences depend upon the quantity taken and the duration of the habit. The chief reason for taking them is to produce a sensation of well-being; and to overcome the feeling of inadequacy. The effect is to interfere with inhibitions, producing changes of conduct by the liberation of impulses—for example, irritability, maniacal fury, 'berserk' rage, etc. These are due to the action of other areas of cells from which the inhibitions have been removed. Intellectual deterioration varying in degree follows: confusion, delirium, disorientation. Association of ideas is at first stimulated, but later slowed. Imagination is increased, but the intellectual content is decreased. There is impairment of the 'moral sense.' Illusions and hallucinations of the senses occur, and delusions are formulated; memory is also impaired—the addict suffering from loss of will-power, indifference, and apathy; there are periods of lucidity, but more often lack of insight.

"The more common symptom-complexes are those associated with alcohol: delirium tremens, dipsomania, alcoholic paranoia, and hallucinosis. At times the taking of alcohol is only incidental as in association with manic-depressive insanity, general paralysis of the insane, epilepsy, and dementia præcox. Long continuance of habit, linked as it is with neuropathic defect, tends to bring the individual to the common termination of all chronic mental disorders—namely, mental impairment. The minor degrees of this may be overlooked. The nervous system has great potentiality for recovery, even after long periods of excess; it is, however, sometimes difficult to subject the patient to treatment. If, of course, cell disintegration has taken place, the patient remains to that extent mentally crippled.

"Dr. Norman quoted some examples of prominent persons who had exhibited deterioration with the taking of drink or drugs; among others he mentioned James Thomson, Poe, Richard Porson, Verlaine, Francis Thompson, Oscar Wilde, and Swinburne. The importance of the influence of excess on those who occupied positions of power was great. This had been frequently exemplified in history—for example, in the case of Judge Jeffreys."

STRONGER SUSPENDERS FOR BRIDGES

THE INTERNATIONAL "AMBASSADOR" suspension bridge now building over the Detroit River will surpass in span any other similar bridge in the world, altho it is to be surpassed in turn by the new Hudson River bridge in New York. Despite its size, it is to be held up by cables containing only 7,622 strands of wire, whereas the Camden Bridge in Philadelphia, tho 100 feet shorter, has 18,666. This does not mean lack of strength in the Detroit cables, however, for the treatment given to the wires ensures that each shall be able to sustain a greater weight. These wires are tested, before using, by a new magnetic process. Says a press bulletin issued by the Bureau of Information connected with the bridge administration:

"Every inch of the steel wire now being woven into the 19-inch main cables which are to support the Ambassador Bridge which is to connect Detroit with the Border Cities of Ontario is tested to insure uniform strength. The high-strength wire used is said to represent a step forward in the development of special material. Its ability to carry load without permanently stretching has by a continuous heat-treating process been increased over 30 per cent. compared with cold-drawn cable wire.

"Past practise in making acceptance tests has been to make chemical analyses of the ingots of steel and determinations of the physical properties of samples of the wire cut from the ends of the reels or taken at the mill during manufacture. The fact that all the pieces tested measure up to the exacting high standards specified by the engineers is, of course, a good foundation for a belief that the untested portions of the mill run or the reel are equally good—but science has devised another method of checking the uniformity which does not require destruction of the piece tested.

"Carefully plotted charts comparing the physical properties, such as elastic limit, breaking strength, hardness, etc., with the magnetic properties of the wire show that whenever there is any appreciable variation in these physical properties there is a corresponding variation in the ease with which the wire can be magnetized.

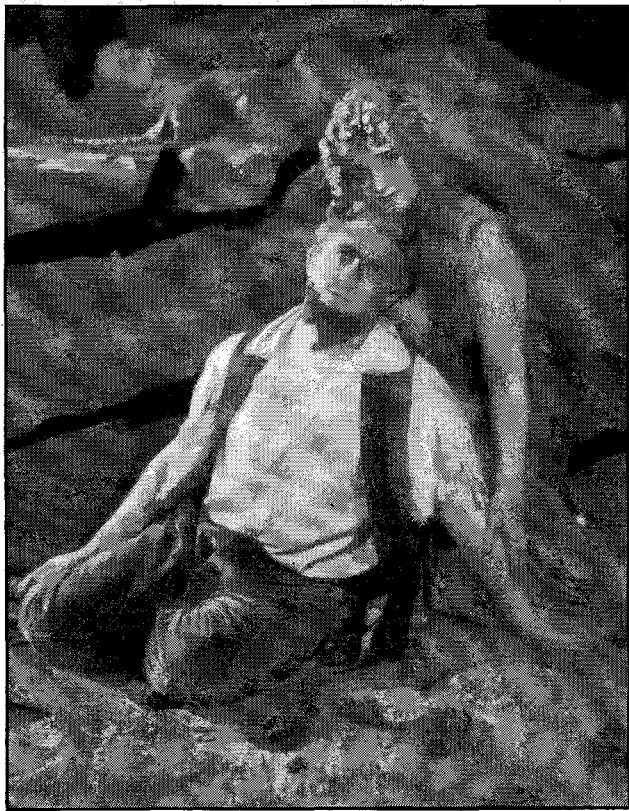
"This, of course, the engineers explain, does not mean that there are any fewer chemical and physical tests made than before the development of the induction test. The new test does not tell just what is wrong, but it does indicate that something is wrong which might make the particular part of the wire unsuited for the important work it is expected to perform in supporting the 1,850-foot span which when completed will be the longest bridge span in the world."

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

"THE SUNKEN BELL" IN OPERA

WHEN NATIONALISM IS DEMANDED of every American musical work—an American subject from an American composer, it is well to reflect that foreign composers do not apply the rule to themselves. Of the two novelties presented at the Metropolitan this season, "The



THE SAD BELL-CASTER AND THE FAY

Martinelli as *Heinrich*, whose great bell sank in the lake, and *Rautendelein* (Elizabeth Rethberg) his consoler.

Egyptian Helen" came from Richard Strauss, a German who went to ancient Hellas for his theme, and the second, "La Campana Sommersa," issued from an Italian, Ottorino Respighi, who found inspiration in Gerhart Hauptmann's "Die Versunkene Glocke" ("The Sunken Bell"). The first was much heralded, but gained only moderate praise, the second found high favor with its first audience and a mixed, sometimes grudging, praise from the critics. Some readers will recall the German play presented about thirty years ago in English by E. H. Sothorn and Julia Marlowe. Complaint is made that the play's symbolism has lost some of its force in the interval, but as stated in Charles D. Isaacson's review in *The Morning Telegraph* (New York), the essence of the play's philosophy is permanent enough—"A man's dreams may be frustrated, but always the love which prompted him to his mad hopes lives on. He seeks ever, forgetting what the world holds to be his sworn responsibilities, in the ecstasy of his passion." Mr. Isaacson gives a lively account of the story, omitting many details:

"*Heinrich*, Master Bell-maker, dreamed of a masterpiece, ringing from the mountain-top. But the people of the upper world, half-spirit, half-fleshly, resent the intrusion and send

the Bell crashing down the mountain-sides, and into the lake below. Crusht in body and spirit, *Heinrich* wanders in a daze, to meet the fay, *Rautendelein*.

"She looks upon this human, and follows him into his home to arouse his pagan soul.

"The man and fay return to the realm atop the crags, and there plan a Super-Bell, fit to ring and sing and chant to mankind; 'the ice within the bosom of men will melt away; the hate, fury, torment shall be turned to love.'

"Not within the attitude of civilization and society is the dream: 'You are lost for all Eternity, *Heinrich*,' the pastor says, 'heresy and sin are lurking within you.'

"But *Heinrich* cries, 'If it be so, may the sunken bell toll again.' And it is to toll again. Ominously, somberly, swung by the dead hand of *Heinrich's* wife within the bosom of the lake."

Respighi, the composer, has been heard here in the concert rooms, but this was his operatic debut in America, and the first time his work had been sung in Italian. He was present himself and is credited with saying, "Not even in heaven could I hope for a finer production." As to the music, the same critic guides us:

"A masterful story, the Italian composer has created its counterpart in his music. Shrewdly has he kept the movement flowing; nor has he in one single instance hindered the movement with a song to please a prima-donna soprano, or tenor, or to tickle the galleries.

"Melody there is aplenty. But there are no tunes to cater to the whistlers. Themes there are which will smile at rehearsals, in the manner of old friends. I caught half a dozen of them yesterday which I had not identified at the dress rehearsal.

"Folks will try to classify 'Sunken Bell,' but they will have their hands full. It is neither Verdian or Puccinian. Nor is it of the class of Boito. Yet it is as certainly Italian as the 'Cycle of Rome'—'The Fountains,' 'The Pines'—of the same composer, which we have heard at the symphony concerts. It is not Debussian after the manner of 'Pelleas,' and yet it is within that genre. It is a combination of realism, romanticism, and suggestivism.

"I can not declare 'Sunken Bell' a masterpiece, nor entirely within the definition of great; yet I am inclined to postpone a decision on the point. It is easy to pronounce Respighi's opera a valuable contribution to the lyric stage, far superior to any other novelty of this or the past season. It is charming. It is moving. It is unquestionably thrilling and deeply impressive.

"The orchestration, a bit thin in spots, a bit overmassed at others, is worthy of the man who wrote 'The Pines of Rome.' It is fragrant with the pines of that mountain-top whereon dwell *Rautendelein* and the *Faun*. It is colored with the pipings and trilling of the pantheistic *Faun*. It is eloquent with the struggle of *Heinrich's* soul, it chatters with the elfish naïveté and innocence of *Rautendelein*, it mutters of the rantings of the *Pastor*, the homely placidity of the wife, the childish sorrow of the babies.

"I do not think that Respighi has done an utterly original piece of writing. He has not demonstrated himself another Wagner, Verdi, nor Debussy. He has not the power of Pizzetti or Stravinsky, nor the right to be considered a voice in the wilderness calling the universe to another Beethoven. But I am content. Respighi has given the opera public something which deserves their admiration and will gain their love.

"From such a source as Respighi, if this has come, what may not this young man do in the future? And who is there writing opera to-day who may declare himself a formidable rival?

"The climax of the third act is one of the few glowing peaks of operatic writing after Boito from Italy. It takes you from your chair and puts you on your feet. From that point where *Heinrich*, in the arms of *Rautendelein*, sees the phantom of his children bearing the urn of *Magda's* tears, and the bell thunders from

the bed of the lake, to the curtain's drop, we have that which justifies 'La Campana Sommersa.' Has Respighi brought it about with the use of tricks and drums? Let it be so. The third act, the first and the second, in the order I have named, are the most important. The last—one may wonder if it is indispensable."

Now as to the production and the singers:

"It has been staged with consummate skill. A few details might be questioned. But what new gown may not exhibit some threads which may be plucked? Mr. Serafin is largely responsible for the fact that the opera never fails to interest. He could have done not nearly so well by 'The Sunken Bell' if it had been his own creation.

"Well has he said that he re-creates that which he conducts. Mme. Rethberg and Mr. Martinelli are well co-starred. It was expected (and we say this with all desire to praise her) that she would do magnificently. She looks the part of the elf, scampers as light as a feather, and sings the moon-glowing, zephyr-blowing melodies, with a voice, which in only two notes failed to keep its purest timbre and unchanging beauty from top to bottom. It is a rôle which is terrifically difficult, but Madame Rethberg is doubtless the only person in the world to-day who could do it so well. Miss Bori might have looked the part better but nobody could have sung it so exquisitely.

"Martinelli! I take you figuratively by the hand and shake it with amazed joy. Your heart was in this, old man. You acted the emotion-tossed *Heinrich* as if it had been the story of yourself. You sang it so beautifully, so flawlessly, that if you never do another thing this will have established you at the top.

"Mr. de Luca was the frog-like, croaking *Nickelman*, with his Brekekekex—a fine piece of characterization. True to the mythological *Faun* was Tedesco, singing a rôle which is as big as the average opera's lead tenor, and doing it well. Miss Claussen was the somewhat kindly *Witch*, Miss Guilford the gentle wife, which she sang intelligently and effectively. Mr. Pinza essayed the difficult part of the *Pastor* with the usual satisfactory result. Others who were important were Misses Alcock, Dalossy, Doninelli and Falso and Messrs. D'Angelo and Paltrinieri.

"The *Sunken Bell* will be singing for ages to come."

Mr. Chotzinoff of *The World* points to this opera as "a straw which indicates which way the present-day opera wind blows":

"Twenty years ago no Italian would have touched the story or anything else like it. 'The Sunken Bell' is a drama whose motivation is intellectual and whose passions are imaginative—obviously not the usual meat for opera.

"Tho it speaks eloquently of love, it is not the passion which Italian composers, from Verdi to Montemezzi, have made vocal—nor, for that matter, German composers, with the one exception of Beethoven. More than that, the Hauptmann play deals with ideas disguised as allegory, and ideas in any form have been necessarily absent in opera, otherwise music-drama could not have remained the popular entertainment it is.

"How, for instance, could operatic music portray the fairy heroine, *Rautendelein*, as an embodiment of the ideal woman who spurs the belleaster *Heinrich* on to renounce his conventional ambitions for the exalted aspiration of serving beauty and truth? Such portraiture is too special for the lyric stage. Compared with *Rautendelein* and *Heinrich*, lovers like *Pelleas* and *Melisande* are as tangible as portraits by Rubens. It is true that Respighi's opera depicts a few real persons—that is, real in the conventional sense."

DOES WAR PRODUCE LITERATURE?

TEN YEARS AFTER THE WAR, and we are still waiting for the great war novel. Is our age different from others in this respect? is a question posed by an English writer, Edward Shanks, who, it must be confessed, writes obviously for home consumption and hence in a rather parochial spirit. Yet the World War concerned more than England, and claims might be made by other nations. Besides, Mr. Shanks assumes a sort of world purview in the general statement that



THE FAUN TELLS HIS VILLAINY

Having toppled the bell into the lake, the *Faun* (Alfio Tedesco) regales the dryads with an account of his triumph over the spiritual forces of the world, as symbolized by the bell.

"not much of the world's great literature has been directly inspired by war, and by far the larger proportion of such as has been written by men who were not there." The case of neglect is stronger against this age, for, as he points out in the *London Evening Standard*, "of the Great War, from which this generation is just emerging, it can be said, in a sense, that there is no one who was not there. Even for the stay-at-homes, it was for over four years an ever-present, daily consideration, no more to be put out of the mind for even a day than is the weather. And, for the first time, the majority of young writers, writers of the age which is impressionable and on the lookout for new subjects, did not stay at home." Mr. Shanks mentions one American, tho not by name, but he overlooks Cummings, "Enormous Room," and Dos Passos's "Three Soldiers." We read:

"We have not had, even yet, I think, the full harvest of those years. Those who felt them most deeply found that their impressions were of events too gigantic to be dealt with at once in more than a fragmentary manner. But the earnest has been satisfactory enough, and we have, besides the war-poems of such writers as Mr. Edmund Blunden and Mr. Siegfried Sassoon, many war novels to choose from.

"One of the authors who wrote a little too soon, too near to his material, was Mr. Gilbert Frankau. He carried into that excellent novel, 'Peter Jackson, Cigar Merchant,' rather too much of the spirit of the offensive, and proceeded rather too abruptly from killing Germans with a field-gun to killing them with a pen.

"But I do not know any more vivid and lively descriptive writing about the war than is to be found in the middle of that book, which goes roughly from the battle of Loos to the end of the Somme battle, and I do not think that you can make a true

picture of the war as reflected in contemporary literature without reading these pages.

"Later novels have tended to lay stress rather on the nightmare confusion of modern war than on its actual physical horrors and dangers. Both Mr. R. H. Mottram and Mr. Ford Madox Ford show it to us in the guise of a demented government department punctiliously tying up innumerable papers with red tape under trying but irrelevant interruptions from shell-fire and gas. C. E. Montague devoted some time and some expert bitterness to depicting the intrigues of cunning *embusqués* at the base. Both these are aspects not to be left out of the full picture.

"But they appear mainly now in reaction against novels which have left them out, and at the moment seem to be looming just a little too large. On the whole, probably the best-balanced picture is 'The Secret Battle' [R. H. Mottram], a book which was in danger of being forgotten until Mr. Arnold Bennett praised it and Mr. Winston Churchill gave it a public blessing.

"Wilfrid Ewart's 'Way of Revelation' was a fine attempt which the author was not quite mature enough to make into a full success: his tragic death probably deprived us of a very fine book. And there are admirable pages in Mr. J. B. Morton's 'Barber of Putney,' in which the life and feelings of the 'other ranks' are rendered as well as anywhere.

"There have also been a number of personal records, such as the diary of 'an unknown aviator' (he was an American in the R. A. F.) called 'War-birds,' which have the imaginative urgency and truth of works of art.

"It is true that we have not yet had a book which as a whole is on the level of the occasion and of the whole occasion. Such a book would be a stupendous thing, the equal at least of Tolstoy's 'War and Peace,' and might well be the work of a considerable slice of a man's lifetime.

"Tolstoy, tho he fought at Sebastopol, wrote in 'War and Peace' of another war, which, at a distance, he was able to see in perspective.

"It may be that one of the nations had somewhere in those thousands of miles of trenches a young man who will find himself capable of filling with the fire of personal experience a picture of more than he could himself have experienced. It is certain that we have now a better hope of this than after any other war in human history."

Reversing the order of Mr. Shanks's presentation, we cite his survey of previous times and previous wars to show that if the last and greatest war was unproductive of great literature, other wars were more so:

"It would have been a very strange thing if the Great War had incontinently produced a great volume of good literature; and yet, not incontinently, but in the course of time, this is what it did do—a much larger volume of good literature, I think, than has been produced by any war in the whole history of the human race, not excepting even the wars of the Greeks and Persians.

"Let us turn back our eyes on other upheavals, and what do we see? The proportion of the huge flood of Elizabethan literature which has any reference to our wars with Spain is extremely small. Excise one-hundredth part of it, or less, and you will not know that there was any war at all.

"Sir Philip Sidney died a soldier's death, but he did not, if my memory serves me, write any soldier's poems. The wars of the eighteenth century made next to no direct impression on literature. The triumphs of Marlborough resound in Addison's

'Campaign,' and the experiences of his men echo in 'Tristram Shandy.' But the soldiers of those days wrote no poetry.

"The case is perceptibly altered when we come to the Napoleonic Wars. But in this alteration we see the secret of the whole matter, which is that poets are not by nature soldiers. Why else has Tyrtæus (a mediocre fellow) been glorified down the ages as a war poet? It is simply because there has been so very little competition.

"Archilochus, tho Sappho was unkind to him about it, and was, indeed, the precursor of the modern white-feather-bearing flapper, was much more normal when he threw down his shield and ran

away, and on his return home complacently wrote a poem upon the episode. With Tyrtæus may be associated Tail-lefer, of whose merits I can not judge. But you must search far and wide through the ages to find their compeers.

"It is when we have wars that are both democratic in nature and prolonged in duration that the change first begins to make itself felt. Napoleon stirred up the whole population of Europe as a cook stirs porridge with a ladle, and scarcely a particle in the mass was unaffected by the marching of his armies.

"And yet, if you look at the English literature of that period, what do you see? Scott wrote a poem on the Battle of Waterloo, and Campbell another on the Battle of Copenhagen. But personally conducted tours round the front

were in those days unknown, and both wrote from hearsay.

"And search the novels of Jane Austen as you may, tho you will detect the existence of an Army and a Navy, I do not think you will find much to suggest that either of them had anything to do. Wordsworth was personally and poignantly concerned in the French Revolution, and he made sundry references to the Napoleonic campaigns, but these latter were frequently the effects of a supprest leader-writing complex. Coleridge also has sundry references.

"But Byron, Shelley and Keats were all old enough to have fought at Waterloo (Byron might, indeed, have gone through the Peninsular War), and yet all three remain, for all practical purposes, untouched. Byron has a famous passage about Waterloo, and Shelley comments discontentedly on the existence of what he calls Anarchs. But Keats says nothing, because he is thinking about something else."

THE COVER—As the cold weather approaches, the lure of sunny skies appeals to many. Florida has grown to be a second Riviera in even the world's regard. California being on the way to Hawaii, especially for eastern travelers, has also its winter mildness, while Hawaii, which we picture on the cover this week, has enchantments all its own to entice the favored. Hawaii is the threshold for us of the South Seas, which have become familiar through the art of Gauguin and his followers, through the literature of Stevenson, O'Brien, and Herman Melville, and through recent plays and moving-pictures. The artist here represented, being born on the islands, can be expected to furnish us with the authentic local color in this scene of a lazy life beneath tropical skies. Mr. Hitchcock was born in Hawaii, May 15, 1861. He studied art under Virgil Williams, and later emigrated to Paris to undergo the régime at the ateliers of Bourgeois and Ferrier. His home is in Honolulu, and he is enrolled in the membership of the Art Society there, besides holding a place in the Salma-gundi Club in New York.



THE NIKELMAN

A gorgeous green froglike creature, who lives in a well and woos *Rautendelein*, and is only successful after her desertion by *Heinrich*, figures in Respighi's opera, "La Campana Sommersa." It is sung by Giuseppe De Luca.

WHEN NEW YORK WAS "INNOCENT"

IF THE STAGE ISN'T VEERING AWAY from realism—profane and vulgar—toward a hitherto discarded romanticism, the second-night audience's enthusiasm over "The Age of Innocence" fails as the index such a night usually provides. First-night cheers are sometimes, not always, discounted by critics; but a full second night has an index of its own. Undiscouraged by the mild critical approval awarded Margaret Ayer Barnes's dramatization of Mrs. Wharton's novel, people filled the house and voiced their pleasure. Of course Katharine Cornell was playing *Ellen Olenska*, the disillusioned American countess who comes home from her European imbroglio to find that her path to happiness in the New York of the 'seventies is strewn as thick with other thorns. Disillusioned by her first marriage, she sought relief in divorce, but New York in the 'seventies was willing to abide many things, tho not an open scandal. She resists the temptation to break up a cousin's marriage, tho the husband is ready for flight. So she becomes again an expatriate. Dramatizations have a hard time of it, and critics are a bit fearful ever to pronounce them good. Mr. St. John Ervine, of the *New York World*, has written a book to tell how a play should be constructed, and he does not accuse the adapter of this one of failure. In fact:

"In a small book lately published by me, and shamelessly entitled 'How to Write a Play'—for no one can tell any person that—I have discuss this question of dialog at length. Dramatic dialog, I there assert, should have 'the look of literature and the sound of the street.' It must be compacter and tidier than daily conversation, but it must not seem to be too well composed. A novelist's dialog is intended to be read, but a dramatist's dialog is intended to be spoken.

"Dialog which is merely seen seems to be natural enough until it is said. That is why so many novelists, turned dramatists, fail to be successful in the theater. A second reason is that they waste too much of the play—a very brief business compared with a novel—on explaining what I have named 'expired events'; they deal too largely in the past history of their characters, with the result that the play seldom begins until the middle of the second act. A third reason is that adapters nearly always assume that the audience has read the novel and is intimately familiar with its details. So they leave great gaps in the story, as if they were saying to themselves, 'Well, I needn't put that bit in. The audience is sure to know about it!'

"Mrs. Barnes has skilfully, almost uncannily, avoided the dangers which beset adapters, and if she can make the talk in the first act more flexible, more active, more connected and less serappy, she need not fear for the fortune of her adaptation. I recommend her to see Mr. Maugham's 'The Sacred Flame,' in which she will find a perfect example of a 'line' that is pure drama. When the nurse in that play at the end of a long argument suddenly interjects the remark, 'And did he know that his wife is going to have a child?' one can almost see the play leap forward. That is a dramatic sentence. But long, curling, Henry Jamesian lines are not dramatic; they stifle drama."

Miss Cornell comes in for plenty of praise, not least for her wearing gowns that recall the early days of Sarah Bernhardt with a conviction in her walk and posture that calls this forth:

"Miss Katharine Cornell plays the part of the expatriate, and makes us aware again that in her America possesses a great actress. Her fine, intelligent face, as sensitive as a seismographic instrument which records the most intimate and remote tremblings of the earth, has a dark, ivory-colored beauty that is almost Amerindian in its quality. Her dusky eyes have a stillness in them that is found in deep, dark water, but it is not the stillness of stagnation; it is the stillness of life so quick that the whole of a thought or a feeling can be exprest with a flicker of an eyelid.

"Miss Cornell magnificently portrays the period of this play, not only by the clothes she so richly adorns but by her attitude and manner. We are entitled to take pride in an actress who can recall the dead. That is what Miss Cornell does here.

"When I am old and gray and full of sleep and counting over my memories of things that I am glad to have seen and people that I am glad to have known, I shall suddenly emit a senile chuckle when I tell my mortified juniors that, altho they have the privilege of seeing Katharine Cornell in her prime, I had the

privilege of seeing her in her beginnings, and that I saw her, to , as the *Countess Olenska* in 'The Age of Innocence.'"

There is another moment in the play especially singled out by Mr. Littell of the *New York Evening Post*:

"You who know the story better than I do will remember *Julius Beaufort*, the courtly Austrian Jew, the urbanely romantic connoisseur of art, who follows the *Countess Olenska* through all her troubles, but never declares his love until a certain midnight struck from a French clock on her mantelpiece. *Beaufort* was played by Arnold Korff with that infinite tact and subtle ease which mark him as one of the few genuinely gifted and craftsman-like actors in these parts. He lifted the brief scene in which he finally declares his love right out of the play, and made this five minutes one of the high spots of the season. I am glad to say that the audience recognized his mastery and gave him a warm hand.

"*Beaufort* has in this bit several lines to speak which, like so many of the play's lines (and surely the book's sentences), are too artfully chiseled to ring true to the emotion they are trying to express. Mr. Korff's simulation of deep feeling glowed through these lines. And it was all done with extreme economy of breath and motion. The love he was laying at her feet, so long repressed, so tender, gallant and hopeless, did not come out in long hisses and gloomy, groaning sounds, as most actors would fake it. It trembled, and was stifled and flared out uncontrollably for a second, and was stifled again. It was exprest in half gestures and quarter tones of voice, and it was at times almost silent. And that, if I can at Broadway's great distance from them remember the human race, is the way human love (as distinguished from literary and histrionic love) sounds and looks."

WHO FOLLOWS CLEVELAND'S LEAD?

A TIME LIMIT may have to be set for the hours students shall bend over their tasks in Cleveland, since it is announced that bridge appears in the school curriculum. Not only that, but continuation schools or their equivalent are organized, and social consequences of a drastic order are expected. As the *Springfield Republican* visions it: "In this wide land where homes have been rent in twain, and happy couples separated forever by bad bridge, something is to be done to raise the standard of play." The Board of Education in Cleveland is reported to be inaugurating community classes in "this desperate and unpredictable game of skill." Twelve instructors have been hired, tables and cards will be provided. *The Republican* lets itself go in sociological speculation:

"Over 10,000 beginners are expected to attend, and among this vast army of potential Milton Works and Whiteheads will be many children. Already for two years this progressive Ohio city has been holding classes for young hopefuls at one of the public schools. No more of this playing by ear or bidding on the 'In-God-We-Trust' plan. Card sense, knowledge of the value of hands, and at least a rudimentary idea of strategy are gradually to be inculcated in the school children of Cleveland, and by indirection in their parents.

"Ultimately the nation may find its wondering eyes focused upon the gigantic spectacle of a vast bridge tournament being enacted in Cleveland. Ranged on the sidelines will be the 10,000 beginners, while those geniuses who have rapidly advanced from the ranks will be pitting cards and spades against each other. Qualifying rounds and a week's match play may be imported from its companion fashionable outdoor game, golf; and probably Marquis of Queensbury rules will prevail, unless the Knickerbocker Club gets in on the ground floor.

"Already steps are being taken to prepare for this grand climax. Local tournaments are held, and by elimination a community champion is finally secured. Cups and medals are given to spur on the competition.

"Doubtless many domestic tragedies will be averted if the Cleveland idea spreads. How many a divorcee must have found its beginning in that dire moment when a husband trumped his partner's ace, or a wife inquired sweetly, 'Why didn't you return my lead?' As a matter of fact, the whole fabric of social intercourse is becoming motheaten by the various local dialects and conventions that have sprung up at the instance of eccentrics and iconoclasts, who play bridge by divination, not by rule. If Cleveland can wake the public conscience on this all too-important issue, the nation may yet be saved."

RELIGION-AND-SOCIAL-SERVICE

SAVING THE CHILD FROM CRIME

TRUANT, LOAFER, THIEF, child of a home only in name, "William B.," as he is anonymously designated, has, since the age of eleven, spent nearly five years in truant schools, reformatories, jail and prison. Now, at nineteen, he is serving a three-year penitentiary term for escape from the New York City Reformatory, where he was serving an indeterminate sentence for pocket-book snatching. This is one case culled from reports on 251 investigated by the Subcommittee on Causes and Effects of Crime of the Baumes Commission of New York—all of them sorry tales that point a moral for the community. The boy might have been saved had some agency for good reached into his home and his school during his childhood. To pursue "William B.'s" story further, the subcommittee's report states that he is one of seven children whose delinquencies were caused by their father. "When they were young, he taught them to get up early in the morning and steal 'market-bags,' which they later sold in the markets. When they brought money home, they were praised; otherwise they were beaten." The home was "dirty and untidy." The mother, upon whom there were many responsibilities, "showed unwillingness to take advice regarding the medical needs of the children, and was also characterized as lax in her control over them. She is illiterate." The boy made a fair beginning in school, but he gradually became a conduct problem, and went from bad to worse. He was mentally handicapped. Says the report in discussing his case:

"William B. comes from a home of low moral standards. He is a borderline defective, and has a psychopathic personality. He has lived his entire life on the streets, a not unnatural tendency for a child from a home where parents, six brothers and sisters and two boarders all live in three rooms.

"Who could have done anything for him? We can eliminate his parents and siblings [blood relations] because of their own backwardness and misbehavior. The school functioned only until the fourth grade; just as soon as his capacity for learning was overtaxed, William lost interest and became a truant. There was no flexibility in the school program to provide him with vocationally useful, yet interesting tasks. In view of his instability, however, his success at such a program would be doubtful.

"If we consider the facts frankly, this boy and his whole family would seem to be liabilities instead of assets to the community. A city that measures its multiplication of population in terms of family units such as this has no cause for celebration. Yet, under the existing circumstances, William's parents and thousands of their ilk will continue to breed defective, uncared-for children."

So run 250 other more or less sordid tales of maladjustment, shiftless homes, cramped living room, mental and moral weak-

ness, lack of parental guidance and care. In these cases, we read, no less than 679 arraignments before educational and judicial authorities took place, and 460 commitments were made to various reformatory and penal institutions. Tho thousands of dollars were spent in this process, the community gained, in return, through fines, \$368. It is an ironic comment on the usual

methods of dealing with crime to which the subcommittee does not fail to pay attention. However, there is a means of prevention. "There is no doubt," says the report, "that the time to institute modern methods of child guidance is during childhood. There is no doubt that the school system is the place to begin the methods. A decent consideration for our wayward children, if not for our own security and peace of mind, requires that we inaugurate such methods without further delay."

As the causes of crime are universal in extent and the Baumes Commission is a recognized agency of research, its present findings will be of interest wherever juvenile delinquency is a matter of public concern. The report was written by Harry M. Shulman, research

worker for the subcommittee, under the direction of William Lewis Butcher, Chairman, Jane M. Hoey and Joseph A. McGinnies of the subcommittee. Following up its recent report on truancy, in which it was proposed that clinics for the medical, psychological and psychiatric study of children presenting behavior problems be established, the subcommittee makes further recommendations, summarized thus:

"The school clinic procedure should be undertaken with younger as well as with older children, and, since conduct marks have been useless as an index of future behavior, there should be substituted a more significant description of behavior, based upon the principles of mental hygiene and psychology. This will require giving psychological and mental hygiene training to teachers.

"Because of the defective home life, extent of criminality among parents and brothers, the number of broken homes and the great proportion of working mothers among these 251 cases, any program for their supervision must include a subsidiary program of education and rehabilitation for their families. It is recommended that the work of visiting teachers be extended to include the families, or the service of family welfare societies be enlarged to do more intensive work with delinquent families.

"Philanthropic agencies should become more aware of the needs of problem children in the families under their care, and amplify their own program, either directly or through cooperation with the schools, for the early and prompt treatment of behavior disorders.

"Since the groups of cases as a whole were seriously maladjusted

A PRAYER HYMN

This hymn is said to have been written by a nineteen-year-old servant girl. It was read to a large congregation by Dr. G. Campbell Morgan at one of his services last summer at Westminster Chapel, London:

LORD of all pots and pans and things; since I've no time to be
A saint by doing lovely things, or watching late with Thee,
Or dreaming in the dawnlight, or storming heaven's gates,
Make me a saint by getting meals, and washing up the plates.

Altho I must have Martha's hands, I have a Mary mind;
And when I black the boots and shoes, Thy sandals, Lord, I find.
I think of how they trod the earth, what time I scrub the floor;
Accept this meditation, Lord, I haven't time for more.

Warm all the kitchen with Thy love, and light it with Thy peace;
Forgive me all my worrying, and make all grumbling cease.
Thou Who didst love to give men food, in room or by the sea,
Accept this service that I do—I do it unto Thee.

—M. K. H. in the *Westminster Record*.

vocationally, both with regard to type and regularity of employment, a practical program of vocational analysis, training and placement should supplant the present course of instruction in the higher school grades for boys whose academic careers show no aptitude for abstract studies or for skilled trades and professions."

In its conclusions, the subcommission points out that the three methods of combating crime are legal procedure, social reform, and individual study and treatment, of which the last is said to offer the greatest promise of success in prevention. This method, represented in the procedure of physicians, psychiatrists, psychologists, and social workers, the subcommission says, has in recent years gained great strength in the United States, and the expense of carrying it on "is probably less than the costs of crime to society, per criminal." And, adds the subcommission, "surely New York City, with its willingness to tear down old structures to make place for new, must concede the like importance of tearing down old methods when they stand in the way of progress."

In approving the proposed method of the Baumes Subcommission, the *Troy Times* comments that "it is but necessary to observe the growth of lawless gangs and the unusual amount of adolescent crime among those from which these gangs are recruited to realize that the present methods of dealing with youths who show early inclination to crime are unsatisfactory." One explanation of increased juvenile delinquency, in the opinion of the *Troy* paper, "is the lack of responsibility in adults, reflected in the children. A good many adolescents are running amuck with a freedom they are not entitled to, because they assume no responsibility in the use of it. Liberty may be safely entrusted only to those who know how not to abuse it." "After all," observes the *Chicago Daily News*, "scientific treatment of social problems is merely organized common sense. Certainly society has not been conspicuously successful in dealing with juvenile delinquency, and must consider sympathetically alternative proposals of careful investigators." The argument that the days of most pupils are too much taken up with prescribed studies to permit of intensive character training during school time is answered, says the *South Bend Tribune*, by the counter argument that it would be better for the affected children and for the community to substitute character-building training where it is needed. "The burden of added equipment and teaching personnel might appear oppressive to taxpayers. However, the taxpayer who balances that added cost, however large it may be, against the present cost of juvenile crime in each community, may find the result most illuminating."

DAMROSCH ON CHURCH MUSIC

EFFECTIVE CHURCH MUSIC DEMANDS a musically trained congregation, says Walter Damrosch, dean of American conductors, who believes profoundly that music's mysterious power to lift us out of the ordinary course of existence should be cultivated in our houses of worship. Mr. Damrosch, now conductor of the New York Symphony Orchestra, began his musical career as a choir boy. When twenty-two he became director of music under Henry Ward Beecher at Plymouth Church in Brooklyn, and a little later he took up the baton that he has not since laid down. This winter he is broadcasting forty-eight concerts to arouse the young mind to the significance of music as a powerful medium for the expression of human emotion. It is his belief in its inspiring influence that stimulates his interest in seeing music, especially congregational singing, developed in the churches.

As Elizabeth Long quotes him in *The Christian Herald* (New York), he says that "ideally the foundation of church music should be the singing of the parishioners themselves — a well-trained community chorus," and, noting that some of our American churches are definitely heading toward this goal, he goes on, as the writer quotes him:

"I look forward to the time when our American church congregations will be able to sing hymns and other forms of religious music with the ease and spontaneity of negro singers. To the negro group-singing, with perfect falling into parts, is instinctive. The rest of us, lacking in that instinct, must resort to training to acquire this art. The great choruses in the Protestant churches of

Germany are an example of what can be accomplished through drilling and practise. They are marvelously inspiring. There is no reason why this country should not do what Germany has done.

"If the finest results are to be secured, training must begin with the children. Ideally, they should be made familiar with the best music from infancy. After all, appreciation of art is largely a matter of habit, and habits are formed more easily when one is young.

"It is my hope that I may be of service in developing such a love of music among the children of our country. That is the aim of the radio concerts for children which I am broadcasting this winter."

In speaking of his educational work through the microphone, the great conductor says:

"I confidently hope our radio concerts will be the means of laying the foundation of the nation-wide love of music among the youth of America. Given the means of reaching people, as they can be through the radio, it is possible to educate them musically without limitation. It is just as easy to accustom



By courtesy of the National Broadcasting Company

WORKING FOR BETTER CHURCH MUSIC

Walter Damrosch, dean of American conductors, who says that "ideally the foundation of church music should be the singing of the parishioners themselves—a well-trained community chorus."

them to good music as to bad. The main thing is to catch our young early enough and lead them gently into the magic land of music in a way which will not bore them, but rather stimulate their sensibilities and awaken their spiritual appetites in a way that will make them want to know more of this wonderful art.

"If my dream comes true, it can not help but have a direct effect on the music in our churches. A new generation, loving the best music from childhood, will demand the best, not only in every-day life but in their houses of worship. One of the results of my concerts, I hope, will be that the children will become more interested in singing as well as in instrumental music. Understanding and enjoying music, they will want to express themselves musically. Once the children are won to this art, the musical problem of the churches will vanish. When these boys and girls grow up, they, as church members, will assume the responsibility of getting and financing the highest type of music."

A NEW PRAYER BOOK FOR THE NEW DAY

THE "OLD ADAM" IS GONE from the Episcopal Prayer Book; babies brought for christening according to its ritual are no longer thought of as being conceived and born in sin, and in the solemn funeral service stress is laid not so much upon the grave as upon the hope of the life to come. In short, some of the old theology gives ground to the new, and the historic Book is brought up to harmonize with modern thought.

The revision was completed in the recent triennial General Convention of the Protestant Episcopal Church, in Washington, and the new book, writes Dr. E. Clowes Chorley in the *New York Herald Tribune*, will shortly be in the hands of the public. Dr. Chorley, who is Historiographer of the Episcopal Church, tells us that theological conditions have radically changed and the manifold relations of life have immeasurably enlarged. "Much of the phraseology of the book was archaic," he says. "It did not speak the language of the people; neither did it reflect the thought of the people. Judged by present enlightened standards, the thought was crude and the theology was hopelessly antiquated." Dr. Chorley summarizes what has been accomplished:

"Exaggerated and unreal expressions of penitence are eliminated. The four-times repeated prayer in the litany, 'Have mercy upon us, miserable sinners,' gives way to the simpler form, 'Have mercy upon us.' For generations the penitential office has characterized the worshipers as 'vile earth and miserable sinners' and bidden them confess their 'vileness.' These, too, have disappeared.

"The note of Christian hope is substituted for the old note of fear in the burial service. The catechism, with its old, hopelessly archaic phraseology and its sixteenth-century theology, is put in the back of the Prayer Book and a modern 'Office of Instruction' takes its place.

"The woman's promise of obedience goes out of the marriage service, and the vows of husband and wife are made identical, while the bridegroom no longer says, 'with all my worldly goods I thee endow.' Isaac and Rebecca are not in future to be held up as shining examples of matrimonial felicity. A new prayer is added for the blessing of the ring.

"A striking change has been made in the form of the Ten Commandments. They may be recited in shorter form by the omission of the purely Hebrew reasons added for their observance. Thus the tenth commandment may be read in this manner: 'Thou shalt not covet,' and so with the others. The old reasons were not appealing to the new generation, and the commandments gain force by their omission. The new Prayer Book is greatly enriched. Many additions have been made, all of which bear witness to the fact that nothing human should be foreign to the devotional life."

A new prayer has been added for the President of the United States, and there is now a service for Independence Day, the collect reading: "O Eternal God, through whose mighty power our fathers won their liberties of old, grant, we beseech Thee, that we and all the people of this land may have grace to main-

tain these liberties in righteousness and peace; through Jesus Christ our Lord." A new prayer is inserted for the family of nations, reading: "Almighty God, our heavenly Father, guide, we beseech Thee, the nations of the world into the way of justice and truth, and establish among them that peace which is the fruit of righteousness that they may become the kingdom of our Lord and Saviour Jesus Christ." Aviation is recognized by a prayer in the litany: "We beseech Thee to preserve all who travel by land, water, or air." Again:

"The quickened social consciousness finds expression in new prayers for social justice and for every man in his work. Prayers are also added for a State legislature, courts of justice, the Army, the Navy, schools and colleges, and for children.

"The old office for the visitation of the sick has been radically changed in the light of the modern treatment of disease. The suggestion of the nearness of death which pervaded the old service has been eliminated. The sacrament of gesture finds recognition in permission to use the laying on of hands and anointing with oil when the sick person so desires.

"One of the most striking changes is the adoption of prayers for the dead, both in the burial service and in provision for a celebration of the Holy Communion at a funeral. The collect for the latter reads:

"O eternal Lord God, Who holdest all souls in life, vouchsafe, we beseech Thee, to Thy whole Church in paradise and on earth, Thy light and Thy peace; and grant that we, following the good examples of those who have served Thee here and are now at rest, may at the last enter with them into Thine unending joy; through Jesus Christ our Lord."

"Even more explicit is this:

"O God, whose mercies can not be numbered, accept our prayers on behalf of the soul of Thy servant departed, and grant him an entrance into the land of light and joy in the fellowship of Thy saints, through Jesus Christ our Lord."

"An entirely new section has been added in the shape of many prayers to be used in families. It includes prayers for a blessing on the families of the land, for those in mental darkness, for all poor, homeless, and neglected folk, for faithfulness in the use of this world's goods, and a general intercession."

SAVING THE MISSIONS—Announcement that the Methodist missionary societies have raised their full budgets for the financial year, which closed with October, may be of wider significance than at first appears, says *The Christian Century* (Undenominational), which recalls that the Methodists were the first of the churches to launch on the period of missionary drives which followed the war. There was a boom in pledges, and other denominations instituted similar campaigns. The climax came with the Interchurch World Movement, an interdenominational drive that ended in disaster. A disheartening reaction followed, and actual receipts on campaign subscriptions and, later on, the regular budgets of the various denominational missionary societies showed a steady decrease. And, says the *Chicago weekly*:

"Among the Methodists this shrinkage has gone on, unchecked, to the present. For a time it was shockingly large; more recently it has been in smaller amounts. But it has been, none the less, a shrinkage. The opinion has been frequently expressed that the churches had lost their confidence in the missionary enterprise, and did not mean to support it henceforth on any scale commensurate with that of the past. Two months ago it looked as though the Methodists must again reduce their missionary appropriations, with another year showing a loss in benevolent receipts that might run to almost a million dollars. A last-minute appeal, however, has at least wiped out this impending loss, and may even show a very small gain. Since this appeal was based almost entirely on the danger in which the denomination's foreign work stood, it would seem as though this church, at least, has gone as far down in its missionary giving as it means to go. What is true in the Methodist Church is likely to prove true elsewhere. But missionary leaders should not interpret this possible turn of the financial tide as a sign that the questions of policy which have come to the front in recent years are now considered as satisfactorily answered."

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Q U A L I T Y A T L O W C O S T

CURRENT • POETRY

Unsolicited contributions to this department can not be returned

THERE is the scent of "lavender and old lace" in these lines in *The Atlantic Monthly*, and also the pathos of old remembered and forsaken things:

A REMEMBERED HOUSE

BY DOROTHY MARGARET STUART

Sometimes a house will die as men will die;
And then the pulses of its being fail,
And cold upon the hearth its ashes lie.

Its windows slumber, veiled with blinds that seem
Like eyelids drooping over lifeless eyes
Wherein lies orb'd no dear recurrent gleam.

These things befell a house I loved of old,
But I was far away when they befell.
I did not see it darken and grow cold.

Between me and my memory of that place
I must be glad that there will never hang
The pitiful image of a lifeless face.

It was an old house, sober and sedate,
Aloof yet whimsical, austere yet warm;
It had a paved court and a creaking gate.

Some of its walls you could not see for books,
Calf-bound, a tawny bloom upon their leaves;
Its unpolled elms were clamorous with rooks.

There were three dim urns in the dining room,
Vaguely adorned with russet streaks and black
And dug long since from some Etruscan tomb.

Above them hung a parson's painted head,
With grave gray wig and seemly bands of lawn;
He had known Dr. Johnson, it was said.

His wife hung opposite, a resolute dame
More like Queen Charlotte than he might have
wished,

With cap too wide to go inside her frame.

He must have been an old philosopher
And a collector in a modest way;
His were the urns, and his the amethysts were;

The amethysts that beneath a glassy dome
Lay shrined, uncut, unpolished, yet beautiful
Like frozen splinters of pale purple foam.

Climbing the shallow stairs you could rescan
The Hogarths, see the bad apprentice haled
Before the good one grown an Alderman.

Now all these things are scattered and forlorn,
And in the echoing rooms that were their own
None who remembers them is left to mourn.

And there no more the long-drawn dusk of Spring
Deepening outside shall give new tongues of
light

To the brown logs fresh-stirred and flickering.

Yet, since I did not see their gold turn gray,
For me that house still stands, unchanged and
dear,
But in some nameless country far away.

THE cult of old things is strong in the
American among so much that's new and
nothing very old. While Miss Stuart's
scene might be America, this in *The
Century* must be without our borders:

OLD CITIES

BY GERTRUDE RYDER BENNETT

I like a city that is worn and old,
Where stones are hollowed by the press of feet,
Where gables sag, and open doorways hold
A store of legends, where a narrow street
Will twist and turn before me leisurely.
And windows stare at me like tired eyes.
I know these cities and I love them well
Because they seem to me
Like men who grow more feeble yet more wise,
With nothing much to do, but much to tell.

WHETHER the Los Angeles *Times* is to
be credited with the original publication
of this, we will not vouch. It has the
Le Gallienne touch, and is the genuine
voice of an honest conservative, tho a
radical of the 'nineties:

A BALLADE OF SICK BOOKS

BY RICHARD LE GALLIENNE

Dear friend, whose anger kindles bright,
With blasphemies of indignation,
At what "these modern fellows" write
To choruses of self-laudation,
With serious sickening affectation;
Waste not good wrath, why should you heed 'em?
Remember this for consolation—
There's not the smallest need to read 'em.

Dirt for the dirty they indite,
Making industrious revelation
Of things that smell and foul the sight,
A sort of verbal suppuration,
For a sex-crazy generation,
Sick reading for the sick that breed 'em;
But what's the use of condemnation?
There's not the smallest need to read 'em.

The brave old books for our delight
Laugh on their shelves; no innovation,
Verse free of sense and singing quite,
Or prose that mocks at punctuation,
Need cause you any perturbation;
Trust Time, with its calm hands, to weed 'em,
And straighten out the situation—
There's not the smallest need to read 'em.

Envoi

Prince, read your Horace; swift damnation
Awaits these antic fools of "freedom,"
No need of your expostulation—
There's not the smallest need to read 'em.

THE writer, a young Canadian poet,
won the Newdigate prize at Oxford after
being given the Jardine prize at the Uni-
versity of Toronto. From *Saturday Night*
(Toronto).

REQUIEM FOR A DEAD WARRIOR

BY EDGAR MCINNIS

I

Sleep on, brave heart, thy broken sword beside
thee!
The last red breach is stormed, the last foe slain.
There is no strife nor sacrifice denied thee,
No trumpets call to fierce assault again.
Now with our bright blades sheathed
And colors laurel-wreathed
We come, thy comrades in the trampling fight,
And bear thee with a long, proud song
To the deep house of night.

II

Sleep on, brave heart! Our cause is ours no
longer.
The world we saved rolls on without our aid.
We fought for right, but hate and fear are stronger;
We dreamed of peace, and dreams have been
betrayed.
But never troubled breath
Can touch thee, who in death
Hast seen the flaming triumph of our wars,
Nor heartbreak find they deep, sweet sleep
Beneath the quiet stars.

III

Sleep on! Sleep on! The winds of shame and
sorrow
Blow mute above thy buried memory.
Thou wilt not wake to the inglorious morrow
That mocks our anguish and our victory.
Thy daring and thy pain.
Thy youth for visions slain,
Were crowned with honor in the crimson dawn,
And Death was to the end thy friend—
O valiant heart, sleep on!

ARMISTICE DAY brings to our desk many
poems of remembrance of dark days of the
war and the valiant souls who never sur-
vived. But our columns are limited, yet
we give one more. N. R. A. Becker, the
writer of this poem, is a tubercular patient
in the U. S. Veterans Bureau Hospital,
Tucson, Arizona. He edits the paper *The
Southwest Veteran*, where the poem appears.
It gives, says the Catholic chaplain, Victor
R. Stoner, "such an excellent idea of the
loneliness and patience and determination
of these sick men in my hospital":

SOLILOQUY

(November 11, 1928)

By N. R. A. B.

Ten years! Can that be all
Since Peace returned to spread her tattered wings
Above a soul-sick world?
Since armies ceased their vast maneuverings
And battle flags were furled?

Ten years! Can that be all
Since that transplanted hell of northern France
Drew tranquil breath again?
Since nations signed their pledge of continence
Quitting sword for mightier pen?

Ten million men threw down their arms that day!
Ten times ten million sought their knees to pray:
"O God above, defend this peace
"And of Thy mercy send
"That man shall not again release
"His hate till time shall end!"

Ten years! And on this day of days I see,
Behind white walls, wan faces—haggard, drawn—
And shattered bodies; eyes that seek the dawn
Of some longed-for to-morrow that shall free
Them from the scourge that war has laid
Upon their lives. For us, and for this peace
We hymn, they gave their all, and time shall cease
Before our debt to them can be repaid!

Ten years!
I hear one cry:
"How time slips by!"
But what can that one know
Of how time drags—how slow
The days, the weeks, the months, the years
Within those walls—how, till he hears
That pensive, plaintless call:
"Ten years? Can that be all?"

WHILE "glebe" is a bit outworn for
modern verse, other things in this from
The Morning Oregonian (Portland) show
a close observation of autumn:

OCTOBER

BY GEORGE LAW CURRY

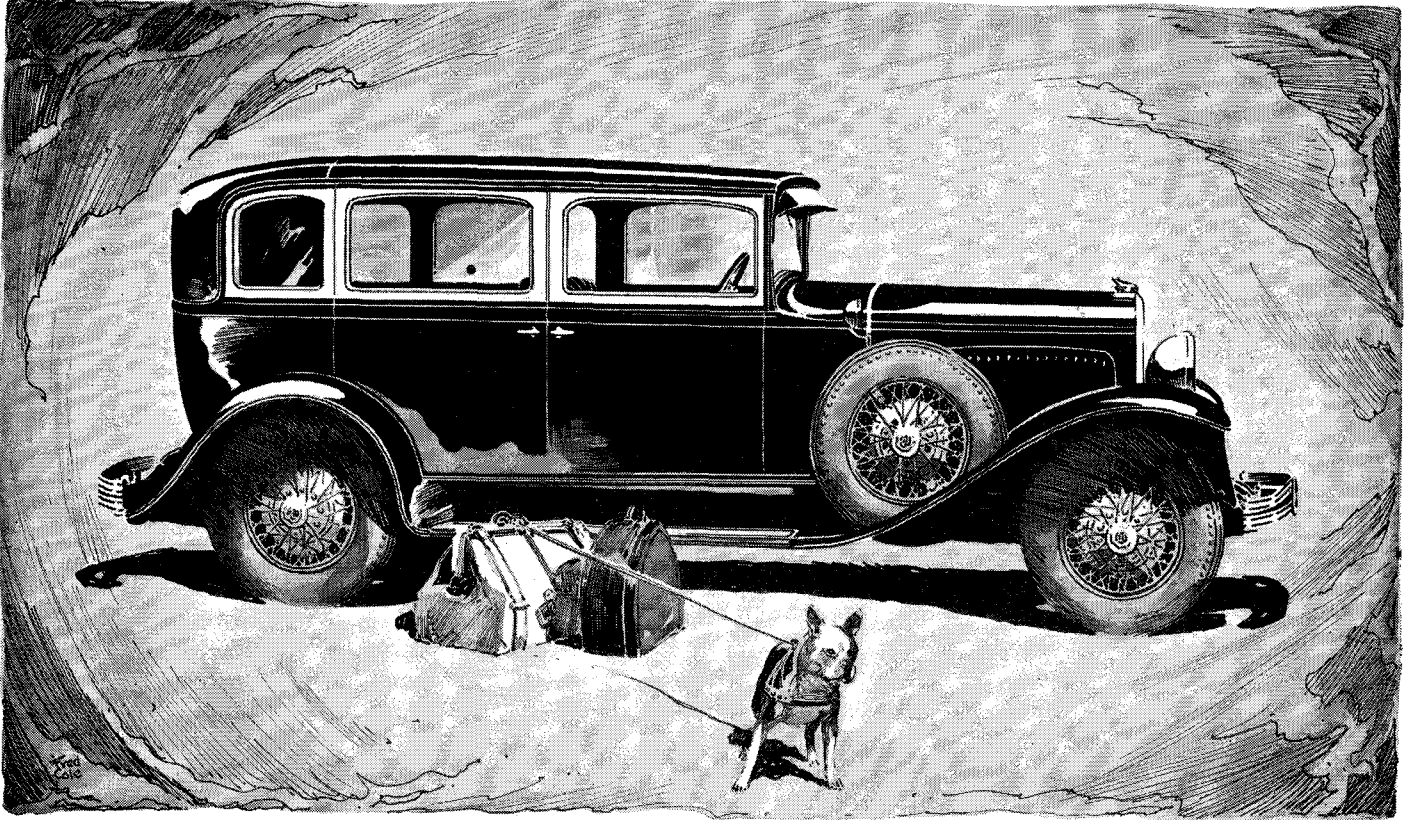
Comes now October, sky blue with golden scroll
And puts aside the woodland's beauteous veil.
The violet springs anew, and the mole
Upheaving earth, blocks far the leaf-strewn trail.

Peering 'tween trunks of autumn leafless trees
I see, deep sleeping in the meadows bright
The lily-padded lake, whereon, at ease
Rests the blue-winged teal from its long,
northern flight.

Slow sinks the sun this Indian summer day,
The voice of man whose image scarce descried
Across the stubbled glebe, sounds 'twere short way,
And lonely calls the loon at evening's tide.

The day is gone. In pensive mood I stay
Marking the muskrats' silvery wake
As o'er the waters his etchings fade away,
Whilst wild duck winging upward leave the lake.

Chrysler



New Chrysler "75" Royal Sedan, \$1535 (wire wheels extra)

Chrysler's Only Real Competition —is CHRYSLER

The first Chrysler established a margin of superiority over all other cars in style, performance and value that has been maintained ever since.

The true competition Chrysler has to face therefore is with Chrysler—to make sure that each succeeding Chrysler is superior in every worth-while way to the Chryslers that have gone before.

Today the public demand for the newest Chryslers tells in no uncertain terms the sweeping acceptance of the new Chrysler performance and style. Chrysler's largest production has been taxed to supply that demand.

All Chrysler models will be exhibited at the National Automobile Shows, and at special displays in the Commodore Hotel during the New York Show, Jan. 5-12, and in the Balloon Room and entire lobby space of the Congress Hotel during the Chicago Show, Jan. 26 to Feb. 2.

New Chrysler "75" Prices—(with 6-ply full-balloon tires). Royal Sedan, \$1535; Coupe (with rumble seat), \$1535; Roadster (with rumble seat), \$1555; Town Sedan, \$1655; Crown Sedan, \$1655; Convertible Coupe (with rumble seat), \$1795; 5-passenger Phaeton, \$1795; 7-passenger Phaeton, \$1865; Convertible

Sedan, \$2345. Wire wheels extra. **New Chrysler "65" Prices—**Business Coupe, \$1040; Roadster (with rumble seat), \$1065; 2-door Sedan, \$1065; Touring Car, \$1075; 4-door Sedan, \$1145; Coupe (with rumble seat), \$1145. Wire wheels extra. All prices f. o. b. Detroit. Immediate deliveries.

PERSONAL • GLIMPSES



Wide World photograph

BENEATH THE GOLDEN PHENIX RIDES THE DESCENDANT OF THE SUN GODDESS TO HIS CORONATION
Hirohito in his State carriage, topped by the resplendent bird of fire, thus set forth from his Tokyo palace to Kyoto, the ancient capital.

ENTHRONING HIROHITO, "SON OF HEAVEN"

A WHOLE NATION BURST into cheers at the same instant, at the close of what, we are told, is one of the oldest ceremonies in existence, incongruously broadcast to the entire land by the newest means of communication—radio.

"Banzai! Banzai! Banzai!" The dignified Premier, Baron Tanaka, clothed in ancient garb, led the cheers at Kyoto, the scene of the event, but so precisely had the demonstration been timed that simultaneously at hundreds of centers throughout the Japanese empire the same cry arose. Translated, we are told, the cheer means "Ten thousand years!" Or, in this instance, "Reign forever!" As the congratulatory shout resounded, cannon at Kyoto began to boom an imperial salute of 101 guns. Hirohito, "Son of Heaven," one hundred and twenty-fourth in an unbroken line of descent from days antedating written history, had formally ascended his throne as Emperor of Japan. The elaborate celebration of this event, covering the better part of a month, has just ended, and the first photographs of the earlier features of the enthronement

have arrived in this country. Hirohito's formal taking of the throne, actually held by him since the death of his father, Yoshihito, on Christmas Day, 1926, was a colorful blending of the contemporary, the ancient, and the almost prehistoric,

numerous journals and news services tell us. A United Press dispatch by Miles W. Vaughn in the New York *Telegram* describes an anachronistic touch "lent by court motion-picture cameramen, dressed in red knee-breeches, black tail-coats with gold braid, and white stiff shirts."

The ceremony of Hirohito's enthronement with Nagako, his Empress, was performed at Kyoto, the old capital, instead of Tokyo, the present one. The fitful weather which had prevailed at the Emperor's arrival cleared, and the great public ceremonies were performed in a warm and brilliant sunshine that gave life to the magnificent colors of the spectacle and lit the green hills around, writes Hugh Byas in the New York *Times*, continuing:



International Newsreel photograph

THEIR MAJESTIES POSE FOR OFFICIAL PORTRAITS

Emperor Hirohito and Empress Nagako in court costume—the first official portraits made of them since their accession to imperial dignity.

Tho more than 2,000 of the principal people of Japan were present, the ceremony was so arranged that only the Emperor and Premier,

A New RADIOLA *for Christmas* will bring thousands of hours of happiness for all the family

A GOOD radio set—one that reproduces the fine programs on the air with the beauty and fidelity with which they are transmitted—has become a necessity in the well-equipped home.

If you are still using an old radio set that you have to apologize for, your local RCA Radiola Dealer will be glad to demonstrate one of the wonderful new Radiolas in your home. The comparison between the old and the new will amaze you. You can trade in your old set, and arrange to buy the new one on the convenient RCA Time Payment Plan.

If you pick one of the new "60" series of Radiola Super-Heterodynes with an RCA Electro-Dynamic Speaker, you will have the finest quality of radio developed by the acoustical and electrical engineers

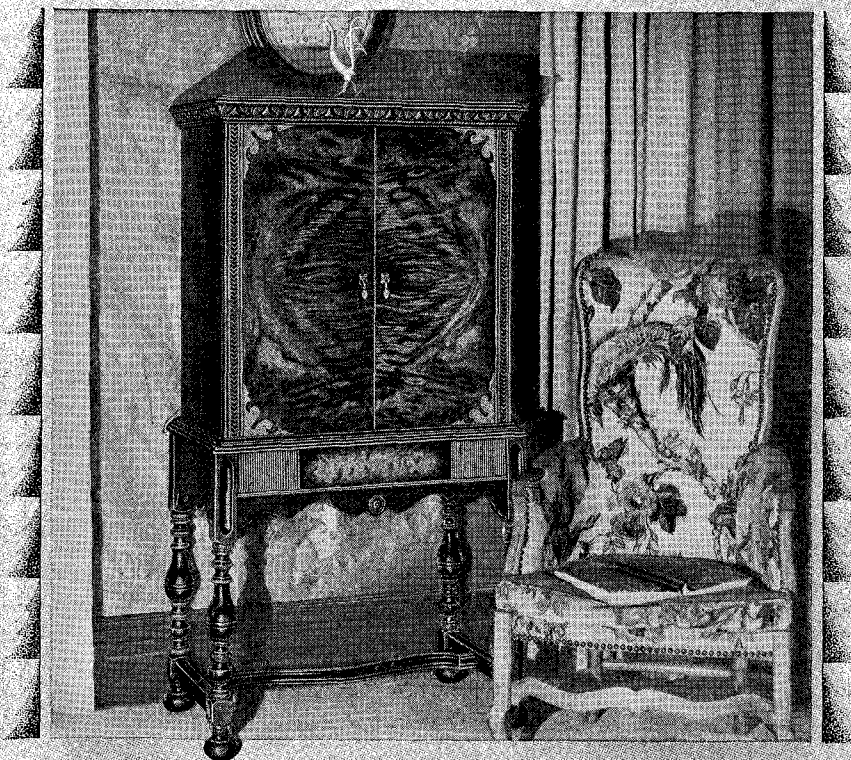
in the research laboratories of RCA, General Electric and Westinghouse.

No matter what type of Radiola you select, you will have a set to be proud of—one that is expertly designed, thoroughly modern, utilizing the finest tested materials and the finest RCA Radiotrons. And you will enjoy the best that's on the air with an instrument acknowledged as the world's standard of its type of radio design.

A new Radiola for Christmas is an investment in year-round happiness for all the family.

RCA Radiola Dealers are now displaying new Radiolas ranging in price from \$82.75 to \$550, and RCA Loudspeakers from \$29 to \$88.

RADIO CORPORATION OF AMERICA - NEW YORK - CHICAGO - SAN FRANCISCO



RCA RADIOLA 62—Cabinet model of the new RCA super-selective and sensitive Super-Heterodyne. The enclosed Electro-Dynamic Speaker is an improved model of the incomparable RCA reproducer, finest of all radio reproducing instruments. Superior fidelity of reproduction over the entire musical range never before achieved in radio. Beautiful cabinet of walnut veneer with maple inlays. \$375 (less Radiotrons).

RCA Radiola

Made by the makers of the Radiotron



*Buy with confidence
where you see this sign*

as head of the national family and its spokesman played an active part. All the rest formed but a resplendent setting for the episode in which the Emperor address his people, and Premier Tanaka, as their representative, replied.

Up till the moment Baron Tanaka, wearing an antique ceremonial dress of black over white, walked down the steps and stood on the ground listening to the Emperor, and then returned to

picture—a human frame six men deep, mostly in black and gold. Then the gongs and drums sounded. The guards rose from their stools and bowed as the guests who were to stand within the enthronement hall entered in a series of small processions and were conducted up the broad steps of the hall. There were among them princes, peers, ambassadors, and an extraordinarily interesting group consisting of Japanese who have received the grand

cordon of the various orders, with which the highest services to the State are recognized. All were in uniform except the American, German, and Russian ambassadors, standing out more in evening dress than the others did in costumes stiff with gold lace.

As the picture gradually settled in place, all eyes turned toward the enthronement hall, whose bulk filled the background. The majestic sweep of its gray-thatched roof dominated the picture, but the crouching effect usually produced by temple structures in Japan was missing from our angle of vision, whereby we received instead the impression of overpowering weight and height. Utterly devoid of ornament, except for transient silken decorations pertaining to this occasion, the hall has the beauty of perfection in its own severe style.

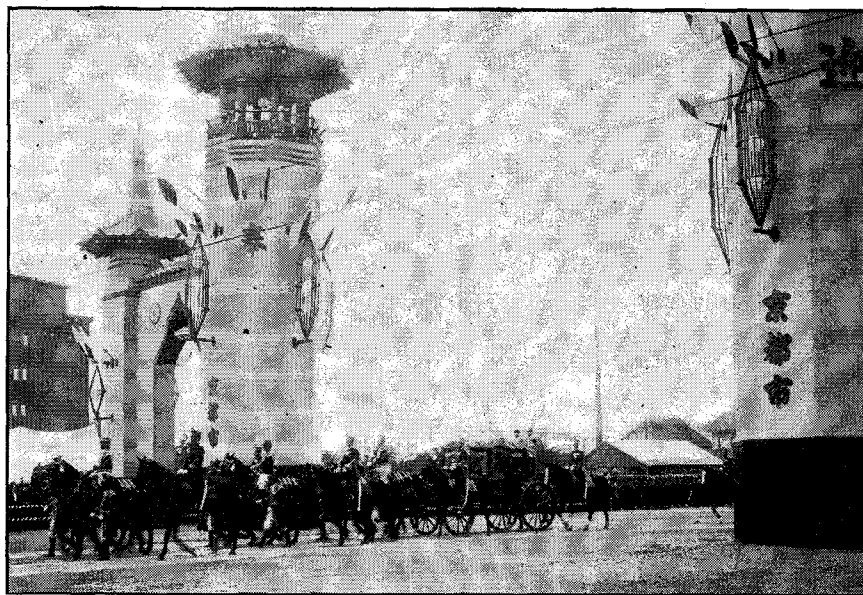
And the Associated Press offers us this further description:

Soon after midday guards took their stand at the gates of the enclosure, and guests and actors began to move to their allotted places. All was worked out carefully weeks in advance, and the stage was fully set at 2:30 P. M. Thereafter the ritual moved smoothly and impressively to its climax. The thrice-repeated booming

of the gongs and drums announced the beginning, and the highest of the participants moved to their stations within the hall.

A warning cry by Masters of Ceremony told of the approach of the Emperor, who entered upon his throne dais from the north, the curtains on the front, or southern side of the throne, remaining undrawn. The Empress followed to her throne. After she had taken her place the curtains of the two thrones were drawn back, those of the Emperor by two Chamberlains, while two court ladies performed the same office for the Empress.

Their Majesties were disclosed to the assemblage seated on their chairs of black lacquer and mother-of-pearl. On the



International Newsreel photograph

BETWEEN TOWERS OF TRIUMPH BUILT IN HIS HONOR

The royal carriage passing through a decorative gateway at Nagoya during a stopover on the way from Tokyo to Kyoto, the ancient capital, where Hirohito was enthroned.

stand in front of the throne and read his answer, the ceremony had been but a picture. But this act, and the words that accompanied it, made it a living symbol of human relationship.

The Emperor, reading in a strong, clear, confident voice, heard a hundred yards away, stress the paternal aspect of his imperial office. In upbuilding the empire, he said, "Our ancestors looked on the State as their household and the people as their very children."

This, with Premier Tanaka's reply, was the climax of the whole ceremony. The two speeches left an indelible impression on all who heard them.

Forty-four banners in four rows made an avenue of gorgeous color leading to the steps of a templelike building which filled the whole north end of the scene. Banners of purple, scarlet and golden brocade, each bearing a symbol of historic significance, were on black lacquer poles surmounted by silver and golden spearheads.

Before them were posted two double rows of guards in antique costumes, in which the richness of the fabric and the boldness of color combined to make a picture that eyes were reluctant to leave. It was like a Japanese stage with a historical drama in progress, except that this drama is a part of the nation's life and its actors are Emperor, princes, and potentates.

One of the most striking color schemes seen was that made by the archers dressed in surcoats of crimson silk and carrying bows like the bow of Ulysses in orange brocade wrappings. Some were in black and gold, some in scarlet and white, some in pale blue, and some in flexible armor with broad horizontal bands of gold. All carried swords with white sharkskin hilts and gold mounts. These were gifts of the Emperor, and will be treasured as heirlooms.

Near the end of each row were six gongs and six drums on stands, about a man's height.

The Sun Gate in the East wall and the Moon Gate in the West were open and guarded. Through them passed a continuous stream of dignitaries in uniform. They were marshaled to their places around the inner wall, gradually forming for the



Wide World photograph

THUS THEY WAITED ALL NIGHT TO SEE THE SON OF HEAVEN

Parked in the streets and open places, reverent thousands squatted patiently for a glimpse of the Emperor, while public parks along his route were literally packed with humanity.

**BUILDING
THE FORTRESSES OF
HEALTH**

One of a series of messages by Parke, Davis & Company, telling how the worker in medical science, your physician, and the maker of medicines are surrounding you with stronger health defenses year by year.



Many causes contribute to such splendid, glowing health. Among the most interesting are certain little chemical factories in the body—the *endocrine glands*.

A few simple facts about glands

Tireless health that laughs at winter winds comes to you, in no small measure, as the gift of the glands.

Only in recent years have the glands been studied intensively. Even now many regard the whole subject with suspicion, because it has been so often the plaything of quacks and charlatans.

Yet, by its study of these glands, Medical Science is building another of its fortresses of health.

What is a gland?

There are several kinds of glands. For example, the salivary glands send a digestive ferment into the mouth; the tear glands supply a moistening fluid to the surface of the eye-ball. Others—the so-called *endocrine glands*—put complex chemicals directly into the blood stream as it passes through them.

By the help of the tiny pituitary gland, sheltered in its bony cradle at the base of

the brain; the thyroid gland astride the windpipe; the suprarenal glands over the kidneys—by the proper working of these and other endocrine glands, we live and grow, build new body cells, throw off the poisons of fatigue, respond to emergency calls for mental and physical action.

A new fortress of health

Research workers in medical science have succeeded in identifying some of the complex chemical substances the glands produce. The first of these gland chemicals to be discovered was Adrenalin. It was given to the world as early as 1901 by a Parke-Davis scientist.

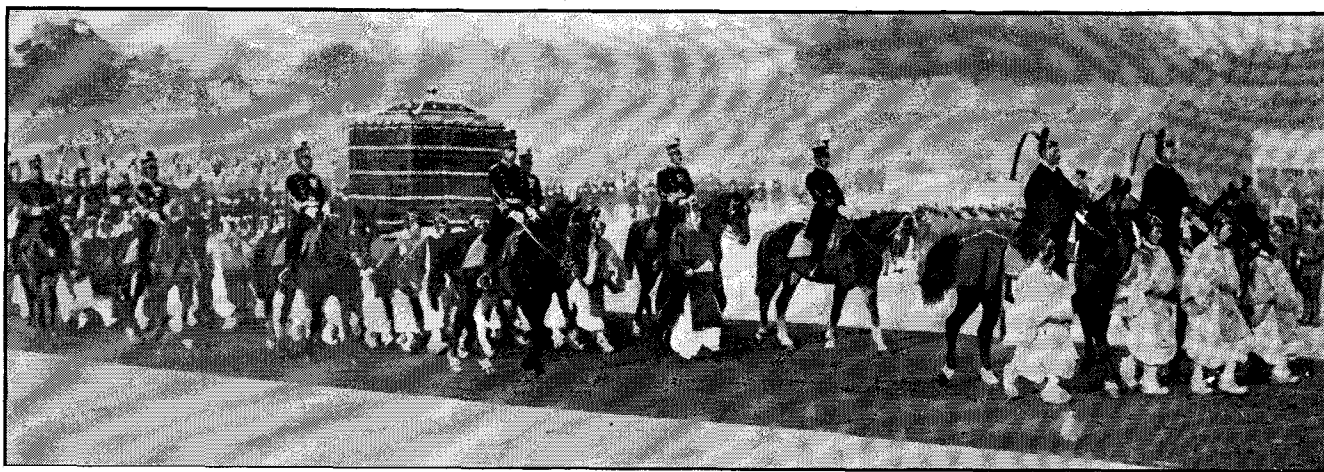
Since then, among the many Parke-Davis contributions to medical knowledge about endocrine glands, perhaps the most important is the development of Pituitrin, a gland extract used at the most critical time in a woman's life—childbirth.

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Parke, Davis & Company make a number of special products for your daily home use—with the same exacting care which marks the manufacture of Parke-Davis medicines. If you will ask your pharmacist about them, he will tell you that each needs no further recommendation than the simple statement: It is a Parke-Davis product.



Photograph by Underwood & Underwood

BEARING THE "SOUL OF THE SUN GODDESS" TO WITNESS THE ENTHRONEMENT OF HER DESCENDANT

The *Kashikodomo*, ark of the sacred mirror, dedicated to the divine progenitress of Japanese royalty. Boys from the town of Yase, as has been the custom from time immemorial, carry the ark on their shoulders.

Emperor's either hand were rich black lacquered stands, on one of which rested the sacred sword, on the other the sacred jewel.

The Emperor rose, holding his baton of office before him. The Empress also rose under her canopy, flourishing her ceremonial fan of cedar wood. All present made obeisance to their Majesties. The Emperor, still standing, read his imperial rescript, announcing his accession.

Hirohito's slender figure was voluminously swathed in his robes of ancient ceremony, of brilliant orange, the color of the rising sun. Empress Nagako was clad in the *karaginu* and *itsutsuginu*, which have constituted the female ceremonial costume from the Middle Ages. *Karaginu* is a comparatively short tunic with shorter sleeves than the modern kimono. The *itsutsuginu* is a fivefold kimono with each of its five folds visible at the sleeves and hem of the skirt. This costume was of the finest silk damask, with something like a train. The Princesses of the blood were dressed much like Her Majesty.

Before ascending the throne the Emperor had knelt before the shrine of the sun goddess, and invoked her blessing on his reign. This took place in the *Shunkyo-den*, the detached half of the imperial palace, and was witnessed by 1,911 persons including a foreign diplomatic contingent of ninety-two, of whom thirty-one were women.

The sun struggled through the clouds and shone during the *Shunkyo-den* ceremony. A rainbow overarched the mountains, and this was considered a good omen for the Emperor.

A hundred cannons roared as the pageantry of the enthronement began with the departure of Hirohito and Nagako from Tokyo for Kyoto, Victor Keen writes in a copyrighted account in the New York *Herald Tribune*. The brilliant procession moved from the ancient Chiyoda Castle across the Nijubashi, or double-decked bridge, to the modern Tokyo railway station." Reading on:

The Emperor, wearing the dress uniform of a generalissimo, rode in a red-and-black lacquer carriage decorated with the imperial sixteen-leaf chrysanthemum crests, surmounted by a gorgeous golden phenix, with wings outspread, and drawn by six horses.

Accompanied by a single attendant, the Emperor followed the *Kashikodomo*—a wooden shrine holding the sacred mirror—borne by eighteen youths from the village of Yase, near Kyoto. The bearers were dressed in quaint old-style kimonos of blue and yellow, ancient style straw sandals and the queer head-dress of the olden Samurai or knights. The mirror represents the soul of the sun goddess, from whom the imperial family claims descent. The treasure is handed on from emperor to emperor through the ages.

The Empress followed in a similar lacquer carriage without the phenix. She wore a blue velvet foreign-style court gown, a blue picture hat with plumes, and white neck furs.

Prince and Princess Chichibu followed, sitting together, the Prince in a military uniform, and the Princess in a pink velvet foreign-style court gown, with white furs and a small tight-fitting pink toque. The Prince, brother of Hirohito, is heir-presumptive. The Princess was Setsuko Matsudaira, daughter of the former Japanese Ambassador at Washington.

The procession passed over specially sanded streets, brilliant with mounted lancers of the Imperial Guard on shaggy Manchurian ponies and carrying lances tipped with red and white pennons. Two hundred thousand persons lined the route, which was five blocks long. Thousands had waited all night in the gaily decorated, lantern-lit street, to view in reverent silence the spectacle this morning.

The sun rose just before the imperial procession crossed the bridge, the Emperor heading directly into the sunrise which, owing to a slight haze, cast perfect beams like those of Japan's rising-sun flag, which the population considered a fortunate omen for successful enthronement ceremonies.

Altho the sun played an important part in the enthronement, the rulers arrived at Kyoto in a drizzle. But the eclipse of the sun goddess did not diminish the impressiveness of the progress of her descendant. Continuing, an Associated Press dispatch says:

The silent crowds formed a unique spectacle, squatting on straw matting, ten to twenty deep, along the entire way. Scores of thousands had been there all night, despite the heavy rain and the long wet morning hours, to welcome the

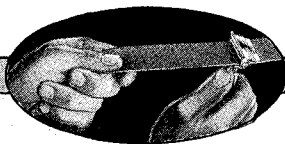


International Newsreel photograph

THE HEIR PRESUMPTIVE AND HIS BRIDE

Prince Chichibu, younger brother of the Emperor Hirohito, is shown here with his young wife, in their feudal bridal costumes. They were prominent figures at the enthronement ceremonies.

STROPPING IS ESSENTIAL TO



THE PERFECT SHAVE

a Million barbers *can't be* **WRONG!**

Stropping a razor blade can't be foolish—
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YOU must know that after the first shave the cutting edge of the finest blade that can be made is a row of tiny jagged hooks—until it is stropped.

Stropping smooths out and re-aligns these minute points. That's why barbers everywhere always strop before each shave. They've done it for 2,000 years.

And that's why shavers everywhere are eagerly adopting the famous new Valet AutoStrop Razor. Its automatic self-stropping device guarantees a perfect blade for each morning's shave. No trouble. A flip of the thumb—a few swift strokes—and the edge is as keen as can be. No need to remove blade to strop or clean it.

What's more, 21 years of research

and the expenditure of a million dollars have made this famous razor the most perfect shaving device. Recently introduced, the Million Dollar Valet AutoStrop Razor is already a nation-wide sensation. Even if you thought that the original Valet AutoStrop Razor could not be improved, get one of the new Million Dollar models today. Try it with the new Valetite-processed blades. Judge its betterments for yourself.

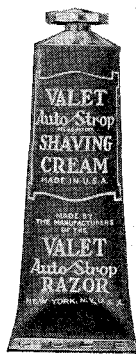
You'll say this Million Dollar Razor is worth all it cost to make—yet it costs you so little that you can't afford to be without it.

Beautifully finished models complete with blades and an improved strop in handsome cases at \$1.00 to \$25.00.

*Also a New and
Finer Shaving Cream*

Produced by the Makers of
The Valet AutoStrop Razor

35c—TRY A TUBE



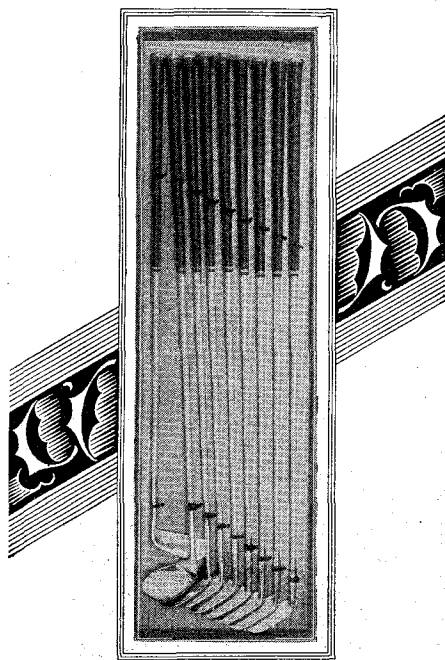
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For the Golfer

who is accustomed to
the finest in everything



—no gift will be more appropriate, more appreciated than a set of the famous Wilson-Ryder Cup matched irons and woods. Discriminating experts agree that these new models represent the world's finest golf clubs.

Beautiful as only the finest things can be, Wilson-Ryder Cup clubs create a feeling of confidence that is so essential to good golf. Scientifically correct in every detail and in their relation to each other, they encourage that perfection of stroke and form which results in satisfying drives, gratifying scores, and an absence of bad temper.

The irons sell for \$100 the set of 9 and the woods for \$75 the set of 3. Packed in finely made cases, Wilson-Ryder Cup clubs make a perfect gift for the golfer who is accustomed to the finest in everything. See your Pro or dealer.

Wilson

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PERSONAL GLIMPSES *Continued*

sovereign to the ancient home of his ancestors.

The showers brought out thousands of paper umbrellas, which appeared as a forest of variegated giant mushrooms. These disappeared as the ruler passed, all the waiting throngs uncovering and bowing. Seven thousand troops and bluejackets and 6,000 police guarded the route, but the people preserved absolute order.

The procession moved for two miles along Crow-and-Circle Street, Kyoto's Broadway, along which the general public competed for places of vantage, then entered the palace park land, dotted with evergreens, under which mattings had been assigned to the privileged ones.

The opening gun of the imperial salute announced the train's arrival to the waiting multitude throughout the city; bands at the station plaza rendered the national anthem, after which the cortege moved almost noiselessly over a layer of clean sand which had been spread upon the pavements. At intervals buglers sounded the Emperor's salute.

Hirohito rode leaning well forward, and frequently saluted to either side.

Indicative of Japan's modernization was the fact that "for the first time, as far as the records of the empire show," an Empress consort was formally enthroned with her husband." But Empress Nagako is not the first Empress to take her place on the throne, for of the 123 sovereigns who have preceded Hirohito, eleven have been women. Reading on in an Associated Press dispatch:

These were Empresses in their own right, depending on no male. Most of them lived during Europe's dark ages, when the position of women in Japan was higher than it is to-day, but the last of the eleven, Go Sakuramachi, reigned as late as 1770. Prior to the restoration of 1868, when the Emperors were restored to full sovereignty, the consort of a ruler, male or female, was not regarded as sharing in the reign as now.

In nearly all the rites of the enthronement the Empress Nagako accompanies her august consort, not on terms of absolute equality, but sharing in only little less degree his part in the arduous rites.

Empress Nagako is still a young woman, twenty-five years old, known as a model of the graces and charms of Japanese womanhood, beautiful, modest, intelligent. She is the daughter of Prince Kuni, one of the Imperial Princes, and was married to the Emperor on January 26, 1924. Two children have been born to them, both daughters, the youngest of whom, Princess Hisa, died early this year. The empire hopes that a son to succeed his father will be born soon.

The enthronement ceremonies of an Emperor of Japan are long and complicated, we are informed by Frank H. Hedges, who spent a year studying the subject. In a Kyoto dispatch to the *Detroit News*, he relates that they are made up of intricate details of significance only to the Japanese scholar. But many of them are picturesque in the extreme, he writes. After reminding us that the Emperor Yoshihito died just

after midnight December 25, 1926, Mr. Hedges continues:

His eldest son, Hirohito, was formally given the Imperial regalia before dawn of Christmas Day that year, and so became the new Emperor of Japan.

Not until a year of mourning had elapsed could Japan even think of celebrating the accession of the new Emperor.

The whole of the enthronement ceremonies are so closely interwoven with the Shinto faith that it is necessary to give at least a brief sketch thereof to make them understandable.

Briefly, among the eight myriad gods of the Shinto faith, Amaterasu-O-Mi-Kami, the great sun goddess, stands highest. Centuries and centuries ago she looked down upon this earth and decided to dispatch her grandson to subdue it.

She gave into his keeping a sacred mirror, a miraculous sword and a string of curved jewels. Altho the heavenly grandson did not accomplish his purpose, his grandson did in turn, and so became the first Emperor of Japan, known to us to-day as Jimmu Tenno.

Jimmu Tenno handed down to his son and successor the three sacred treasures, and from that day to this they have been the symbols of sovereignty in Japan, the Imperial regalia.

The original mirror reposes in the grand shrine of the sun goddess at Ise and is never removed. The original sword lies somewhere on the bottom of the Inland Sea, lost when the Emperor Antoku sprang overboard in the twelfth century during a desperate battle. The original string of curved jewels is kept in the Imperial Palace at Tokyo. The Emperor Sujin, centuries ago, caused replicas of the sword and mirror to be made. The replica of the sword is in a shrine at Nagoya. The replica of the mirror is in the *Kashikodoro*, the Place of Awe, within the palace precincts at Tokyo.

On February 5, high Shinto ritualists gathered at the palace to perform a rite of divination which eloquently bespeaks the fact that the primitive Japanese were primarily an agricultural people. They were to determine the location of two rice-fields, the Kuki field and the Suki field, in which sacred rice would be grown ceremonially to offer to the gods at the enthronement.

The divination was by means of burning tortoise-shells, a mystic rite known to almost all lands. It was revealed that the Yuki field should be in the province adjacent to the ancient capital of Kyoto, and the Suki field in a province in the island of Kyushu. The fields were chosen, and the young rice seedlings planted amidst much pomp.

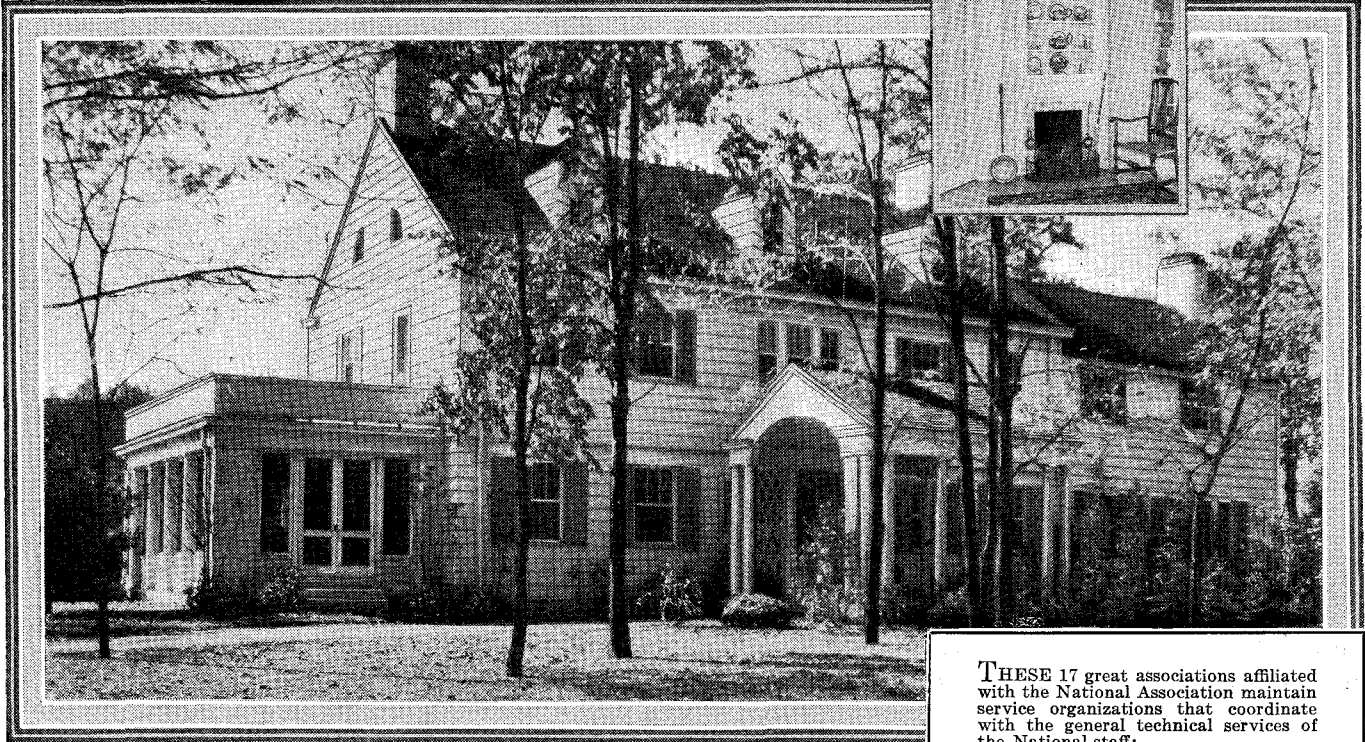
The enthronement of an Emperor of Japan must take place in the city of Kyoto, capital of the empire for nearly 1,000 years. Special buildings, some of them of primeval architecture, are erected in addition to the regular palace there. The sites of these buildings were sanctified in August, and building begun.

The enthronement ceremonies fall into three major movements. The first of them is the actual accession to power, which, in the present case, took place on Christmas morning, 1926. The second is the Emperor's ascension to the visible throne in Kyoto and his announcement to the world that he is now sovereign of Japan. The third, and most vital, is the offering of food to the gods by the Emperor and his communion with them.

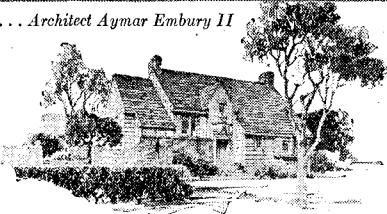
AN American Tradition

BEAUTIFUL HOUSES OF WOOD

*Why lumber is the one building material adapted
to our varied climatic conditions*



Above . . . Architect Aymar Embury II



*"American Standard Lumber from
America's Best Mills"*

advise regarding sound construction—
sizes and grades of lumber and where
to use them to the best advantages.

This consultation service, sponsored
and developed by the National Lum-
ber Manufacturers Association and 17
affiliated associations . . . is also at
the command of manufacturers, ship-
pers, carriers, builders and other users
of wood.

If you plan to modernize or build a
new house . . . or if you use lumber in
your business . . . clip coupon for de-
tails about this special service.

NATIONAL LUMBER MANUFACTURERS ASSOCIATION Washington, D. C.

Offices in New York, Atlanta, Pittsburgh, Boston, Chicago,
Indianapolis, Kansas City, Memphis, Dallas, Minneapolis,
San Francisco and Portland, Ore.



HAVE you ever stopped to think
what an important part wood
plays in the home traditions of America?

Wood . . . for generations . . . has
been the standard home building ma-
terial of America.

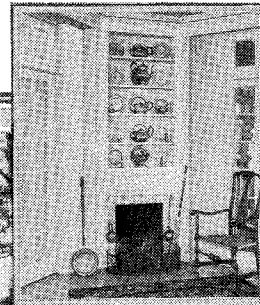
It is the one building material, uni-
versally adapted to our varied climates.
In the south, lumber built dwellings
are cool and comfortable. In the north,
houses built of lumber are warm and
snug.

Wood is a *natural* and effective in-
sulator against heat and cold.

And now to all users of wood a
unique consultation service is offered.

It's a consultation service of trained
lumber experts, provided by the great
organized lumber industry, to aid
thousands of people just like yourself.

It doesn't make any difference
whether you're modernizing a cottage
or planning a new country estate.
These experts will take your plans and



THESE 17 great associations affiliated
with the National Association maintain
service organizations that coordinate
with the general technical services of
the National staff:

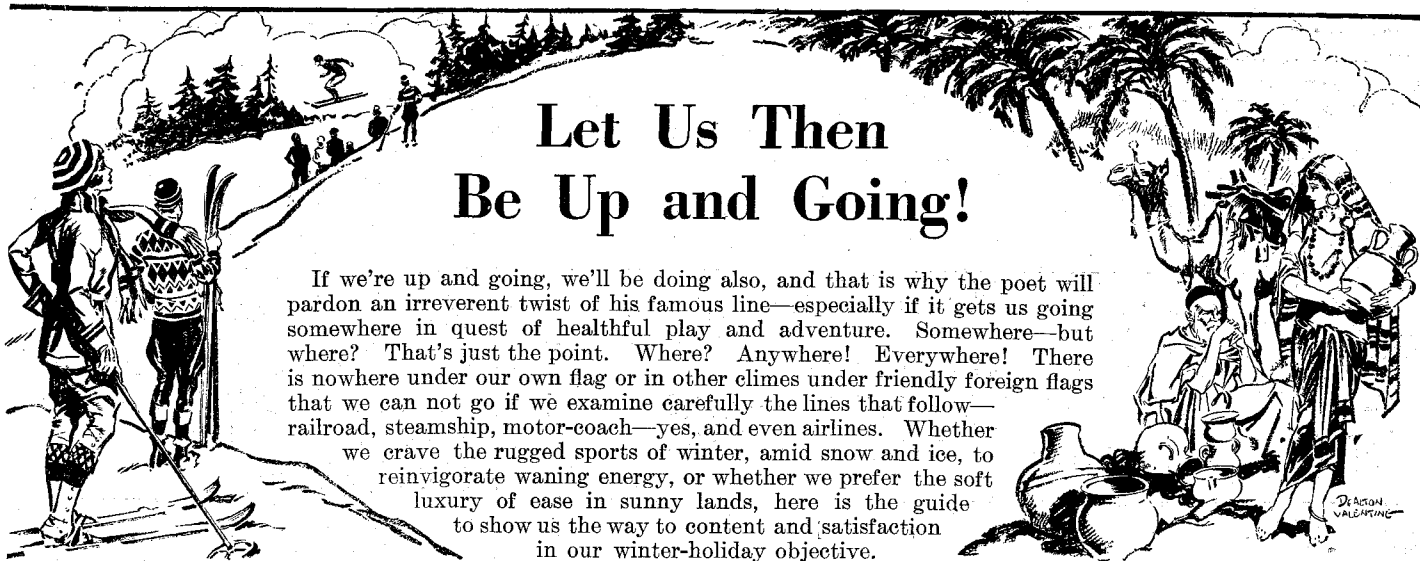
- California Redwood Association, San Fran-
cisco, Calif.—Redwood
- California White & Sugar Pine Manufac-
turers Association, San Francisco, Calif.—
California Pines, White Fir
- Hardwood Manufacturers Institute, Mem-
phis, Tenn.—Oak, Gum, Southern and
Appalachian Hardwoods
- North Carolina Pine Association, Norfolk,
Va.—North Carolina Pine
- Northern Hemlock & Hardwood Manufac-
turers Association, Oshkosh, Wis.—Hem-
lock, Maple, Birch and Northern Hard-
woods
- Northern Pine Manufacturers Association,
Minneapolis, Minn.—White Pine, Norway
Pine
- Southern Cypress Manufacturers Associa-
tion, Jacksonville, Fla.—Cypress and
Tupelo
- Southern Pine Association, New Orleans, La.
—Long Leaf and Short Leaf Southern
Yellow Pine
- West Coast Lumberman's Association,
Seattle, Wash.—Douglas Fir, Sitka
Spruce, West Coast Hemlock, Western
Red Cedar
- Western Pine Manufacturers Association,
Portland, Ore.—Pondosa Pine, Idaho
White Pine, Larch
- National-American Wholesale Lumber Asso-
ciation, New York, N. Y.
- National Association of Wooden Box Manu-
facturers, Chicago, Ill.
- Maple Flooring Manufacturers Association,
Chicago, Ill.
- British Columbia Lumber and Shingle Manu-
facturers, Ltd., Vancouver, B. C.
- British Columbia Loggers Association, Van-
couver, B. C.
- Hickory Golf Shaft Manufacturers Associa-
tion, Memphis, Tenn.
- American Wood Preservers' Association,
Chicago, Ill.

National Lumber Manufacturers Association
Dept. 152, Transportation Bldg., Washington, D. C.

Gentlemen: Please send me, Free, a copy of the booklet checked below.

- ☐ "100 Lumber Consultants at your Service"
- ☐ "Modern Home Interiors"

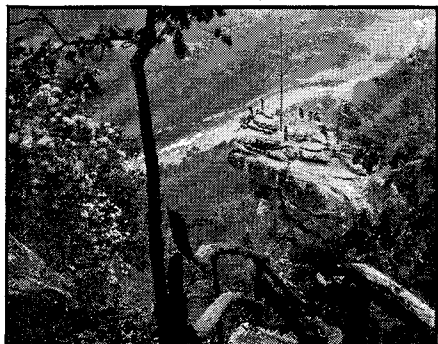
Name _____
City _____ State _____



Let Us Then Be Up and Going!

If we're up and going, we'll be doing also, and that is why the poet will pardon an irreverent twist of his famous line—especially if it gets us going somewhere in quest of healthful play and adventure. Somewhere—but where? That's just the point. Where? Anywhere! Everywhere! There is nowhere under our own flag or in other climes under friendly foreign flags that we can not go if we examine carefully the lines that follow—railroad, steamship, motor-coach—yes, and even airlines. Whether we crave the rugged sports of winter, amid snow and ice, to reinvigorate waning energy, or whether we prefer the soft luxury of ease in sunny lands, here is the guide to show us the way to content and satisfaction in our winter-holiday objective.

OFF TO THE SUNNY SOUTHLANDS



Courtesy of the Southern Railway System

OVERLOOKING ROCKY BROAD CANYON

OUTSIDE the great train-shed snow is swirling through the city's streets. Zero temperature is threatened. Here in the Pullman compartment are warmth and the joy of anticipation. For the train is to take us toward the Southlands. We pull out with every mile a step away from winter's rigors.

Five hours from New York we roll into the monumental Union Station of the nation's capital. Imposing Washington lies before us, ready to give us a fascinating insight into the machinery of the nation's business and the spirit of American government.

We visit the President's home. From the visitors' gallery we watch Congress in session. In the Supreme Court we sense the dignity of national law. From a point of vantage in the Bureau of Printing and Engraving the source of our money is revealed. Treasury, State, War and Navy, and Agriculture Departments are all impressive.



"Dixiephoto," courtesy of the Seaboard Air Line

VICTORY DRIVE, SAVANNAH

We roam through the sumptuous Library of Congress, and are absorbed by the National Museum. Beyond are visited the stately Lincoln Memorial and the lofty Washington Monument. We pause in reverence to the nation's dead at Arlington. Every hour in Washington is an education, an inspiration.

RIVER OF MEMORIES

But we must answer the call of Dixieland which comes to us from the South. Down the Potomac, then, and into the Chesapeake we pilgrimage toward storied Tidewater Virginia. History and romance lie along our pathway.

Memories of the famous follow our progress—Henry Hudson, Captain John Smith, Captain John Newport, Braddock; Pocahontas, the Algonquin princess, and her English husband, Rolfe; Patrick Henry,

WE GO TO

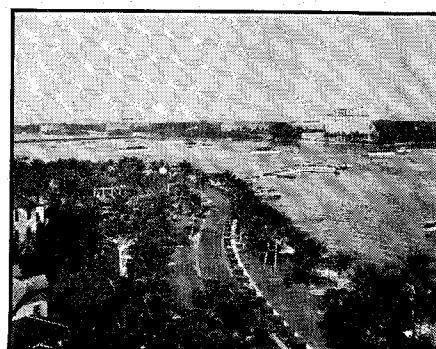
Rambles in Dixie	Southwest Wonders
Florida Forever	Cross-Country Paths
The Gulf Riviera	Seeing California
At Hot Springs	Hawaiian Delights
Bermuda—Summer	South Sea Lands
The Spanish Main	Trips to the Orient
Caribbean Lands	Frost Carnivals
In South America	Winter in Europe
	Winter Cruises

George Washington, Thomas Jefferson, and many another.

Leaving the wharves of Washington we look across to the Virginia heights with their sacred shrine of Arlington. Alexandria, in whose Christ Church Washington worshiped, is passed. Now white-columned Mount Vernon looks out upon the river, even as it has for a century and three-quarters. We imagine Washington strolling among its gardens and resting on its wide veranda.

Yonder, beyond those southern hills, lies Fredericksburg, birthplace of his beloved wife; birthplace also of John Paul Jones, and center of famous battle-fields.

Now the Potomac widens. We begin to skirt the historic "Northern Neck" lying between us and the Rappahannock River, land of the Cavaliers and birthplace of



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PALM BEACH FROM WEST PALM BEACH

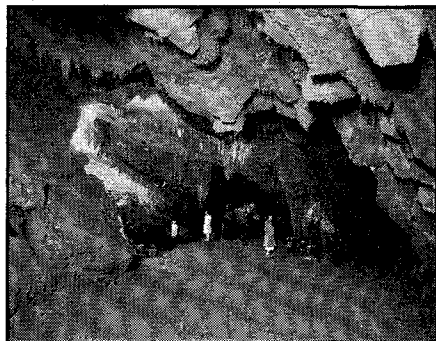
Washington, the Lees, Madison, Monroe, and others famous in the nation's annals.

Out upon the broad waters of Chesapeake Bay we follow the course of its discoverers. Henry Hudson and Captain John Smith sailed here in their ships of discovery. The mouths of the Rappahannock and York rivers are passed. We are soon to enter the very cradle of America.

TIDEWATER RAMBLES

Old Point Comfort, with its superb outlook upon Hampton Roads, welcomes us. In these Roads, where great battle-ships now lie at anchor, fought the *Merrimac* and *Monitor*.

On the opposite shore stands Hampton, with its famous Langley Aviation Field. Beyond Old Point we visit Norfolk, with reminders of the past hidden under its modern habiliment. Here we see upon the sturdy walls of St. Paul's Church traces of shot from the British bombardment of 1776.



Courtesy of the Norfolk & Western Railway

BALLROOM GRAND CAVERNS, VA.

WINTER TRAVEL PLAY- GROUNDS—Continued

Eastward we motor to Virginia Beach, famous year-round health and pleasure resort facing the Atlantic, and admire the sand-dunes surrounding Cape Henry Light, where Captain Newport first landed with his colonists.

Across the Elizabeth River we enter



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BILOXI'S OUTLOOK UPON THE GULF

Portsmouth, with its celebrated Navy Yard, descendant of America's first ship-building enterprise.

Over the new seven-million-dollar bridge, recently opened when President Coolidge preste a button in the White House, we cross the James River to Newport News, hive of shipbuilding. Now the time has come to view Virginia's most precious historic treasures.

Eagerly we ascend the James River to dip into the beginnings of American settlement. Immortal Jamestown, Yorktown, and Williamsburg await us.

We experience a thrill upon Jamestown Island, for here set foot the first colonists on May 13, 1607, thirteen years before the Pilgrims reached Plymouth. Here, indeed, is the birthplace of Virginia and of our country.

We feel the strong appeal of this national shrine as we view the old church tower, probably the oldest in America; government monument; Confederate fortress; foundations of the old State House, and several dwellings; relic house, etc.

A twelve-mile ride from Jamestown brings us to Yorktown, on the York River, established in 1691 as one of the shire towns. The closing scene of the revolution and other reminders are here disclosed.

We roam about, visiting the battlefield, Surrender Field, Moore House, where articles of Lord Cornwallis's capitulation were drawn up; York Manor, government monument, and other landmarks of stirring days of long ago.

A TOWN REBORN

Then on to Williamsburg, colonial capital of Virginia, oldest incorporated city in America, to which the eyes of America are now turned even as they were focused through the seventeenth and eighteenth centuries. For, "here, through the munificence of John D. Rockefeller, Jr., and the inspiration of the Rev. Dr. W. A. R. Goodwin, Williamsburg minister, the most extensive restoration ever attempted in this country, or probably in the world, is under way. The project will restore the entire original town, much of which has remained undisturbed through the centuries, to the quaint beauty it posset in the eighteenth century, and will give to America a national historic shrine."

Dr. Goodwin's assistant, T. R. Goodwin, further tells us: "It was to this little city that the capital of Virginia was moved in 1669 when the State House burned at Jamestown. Here came Thomas Jefferson, James Monroe, George Wythe, John Marshall, John Tyler, and many another of the nation's great, to study at the College of William and Mary, second oldest college in America, of which Washington was Chancellor late in life, and where he received his commission as a young surveyor. Here was planned in 1676 Bacon's

Rebellion, and here, nearly a century later, another rebellion, more successful than Bacon's, had its inception and grew to be the American Revolution. It was in the old Capitol Building that Patrick Henry made his 'Caesar-Brutus' speech; there the House of Burgesses adopted George Mason's Bill of Rights and called upon Congress to declare the colonies free and independent States."

We stroll about the ancient town, seeing: "The Main Building of the College (1693); Burton Parish Church (1710), oldest Episcopal church in continuous use in America; Poor Debtors' Prison; Colonial Court-House; Octagonal Powder Magazine (1714); homes of Wythe, Peyton Randolph, Edmund Randolph, St. George Tucker, Benjamin Waller, John Blair, John Tyler, John Paradise; Old State Prison (1715); clerk's office of the Old Capitol (1720); site of the Old Capitol; site of the Royal Governors' palace; site of the first theater in America; site of the Raleigh Tavern, where Phi Beta Kappa was founded; site of the first printing office south of the Potomac; site of the first Masonic Lodge in America."

RICHMOND—"NONE SUCH"

Ascending the James, famous manor houses face the river, William Byrd's Westover, Shirley, and a score of others, each having its romantic story.

We reach the head of navigation marked by the falls of the James and are at Richmond. "None Such," was the description of its site given by Captain John Smith when he bought it from the Indians in 1609. Seven hills behind it and the river at its feet, Richmond's location is charming.



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AN OLD NEW ORLEANS COURTYARD

Here we find the old and the new intermixed.

As one writer tells us: "Even in the throbbing heart of present industrial Richmond, among its swiftly increasing buildings of steel and concrete, one is conscious of the past in which greatness was a rôle so gloriously played."

Founded by William Byrd, ancestor of Commander Byrd, Richmond has the lives of seven Presidents entwined with its growth. We enter St. John's Church and sit in the pew from which Patrick Henry rose to fling before the House of Burgesses his ringing choice of "Liberty or Death." And we visit other landmarks of Richmond's later life as capital of the Confederacy. No wonder Richmond is a favorite tourist city!

We have glimpsed the Tidewater and the James. Another historic pathway lies west, beyond the outline of the Blue Ridge. For there, between these heights and the Shenandoahs, stretches the Great Valley of Virginia, rich in romance and scenic glory.

BLUE RIDGE ALLUREMENTS

From Richmond we may motor southward to Petersburg, with its historic reminders, including the Golden Ball Tavern, where Washington was banqueted in 1791; and turning west follow the line of General Lee's last retreat to Appomattox. Every mile of the way has its reminders of the Civil War, culminating in Lynchburg, one of the conflict's strategic points.

Fifty-seven miles beyond Lynchburg we come upon Roanoke, gateway to motor routes to Bristol and the Southwest, and

on the famous Lee Highway of the Shenandoah Valley.

We find Roanoke nestling in a delightful mountainland overlooked by Mill Mountain, to the summit of which we drive over a concrete road for a wondrous view

SOUTHWESTERN VIRGINIA

Before turning our faces northward, however, we must glimpse that part of southwestern Virginia lying southwest of Roanoke, a region of scenic beauty and natural wonder. Winding along the Roanoke River, west of the city, we see Salem picturesquely situated; then passing old Fort Lewis and the Dixie Caverns we go on through Christiansburg, Radford, and Pulaski. We see the site of old Fort Chiswell; go on to Wytheville, birthplace of the second Mrs. Woodrow Wilson. Amid mountains we go to Abingdon, the school town, thence to Bristol across the Tennessee line. From Bristol, trunk motor-highways diverge, one to Knoxville, Chattanooga, and Atlanta, another through Asheville to Atlanta. An objective of our trip southward is that extraordinary wonder of nature known as the Natural Tunnel, near Gate City, 70 feet in height, 150 in width, with a length of upwards of one thousand feet.

UP THE GREAT VALLEY

As we return to Roanoke, the Great Valley tempts us northward. At Troutville a motor trail diverges for White Sulphur Springs, West Virginia, and via Covington for Virginia Hot Springs and Warm Springs, each ranking among America's historic and favorite resorts.

Continuing on over the Lee Highway, we diverge through the Natural Bridge National Forest, and stand in awe and admiration before this marvelous handiwork of nature, its huge span fifty-five feet higher than Niagara. Surrounding this natural marvel are the 100,000 acres of the Natural Bridge National Forest.

On then to Lexington, college town, where we see the buildings and campuses of Washington and Lee University and Virginia Military Institute; thence to Staunton, where the Midland Trail from Richmond joins the Lee Highway. Here we visit the birthplace of Woodrow Wilson and enter the colonial Episcopal Church, where the General Assembly met during the Revolution, driven hither from Richmond and Charlottesville by Cornwallis. At Charlottesville we admire the beautiful grounds of the University of Virginia with their treasure of literature, the library of Thomas Jefferson.

LAND OF CAVERNS

Beyond Staunton we diverge eastward for a visit to the subterranean wonders of the Grottoes of the Shenandoah; continuing, Harrisonburg, founded in 1780, discloses its fine old colonial mansions.

In the middle of the Shenandoah Valley, forming a gigantic cross-wall between its ridges, rise the Massanutten Mountains,



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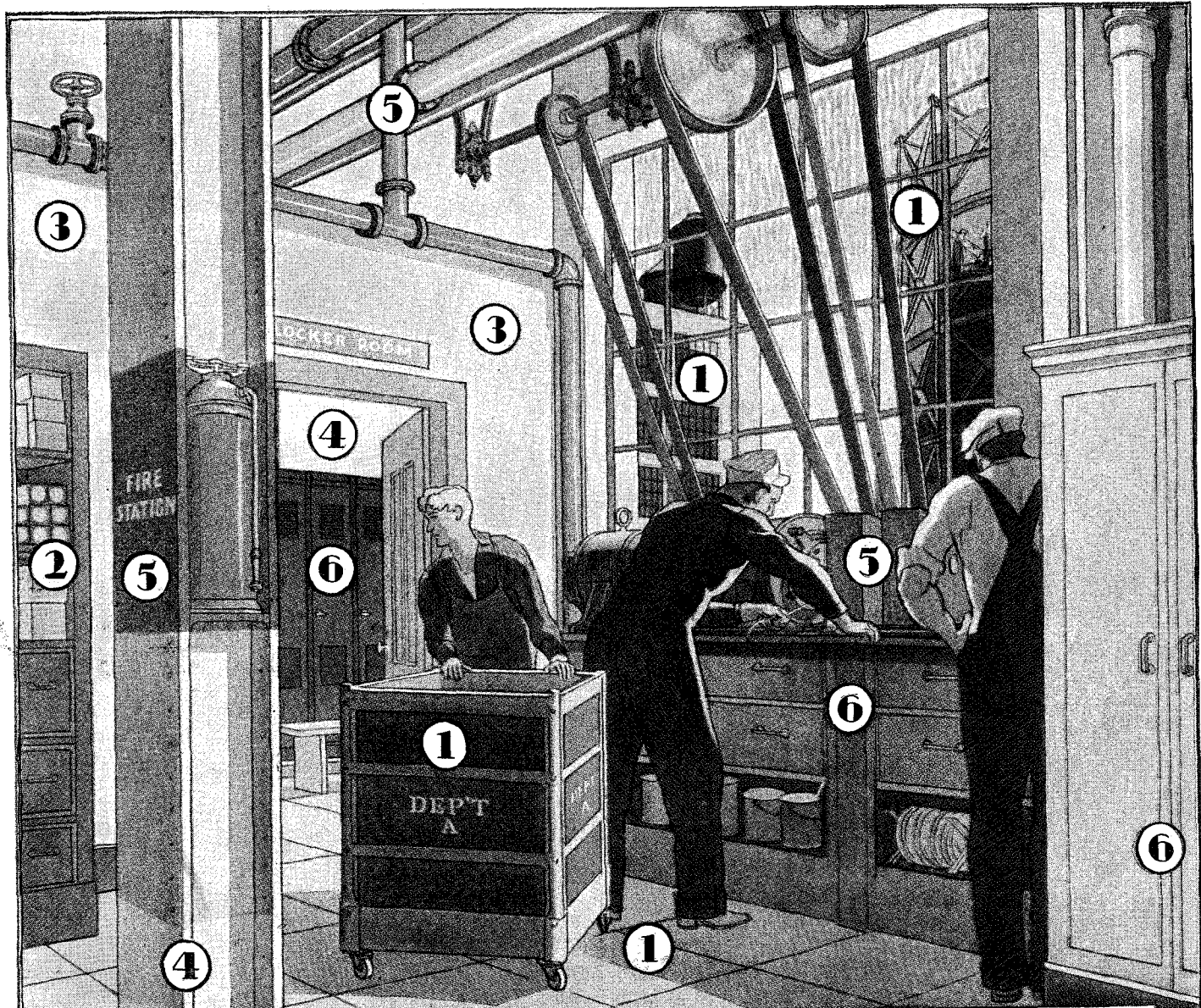
PICTURESQUE BROADWAY, GALVESTON

in or near which are several marvelous caverns.

This is the region which it is expected the Government will include in a great National Park.

Near Newmarket we diverge from the main route for visits to Endless Caverns, Shenandoah Caverns, and long-famous

(Continued on page 49)



ALLIES OF INDUSTRY

FRESHLY painted, well kept homes, gleaming pleasantly in the sunshine, are what many of us think of first when paint is mentioned.

But that's only *one* use of paint products. There are many others—in the home, in the store, in industry. Paint, varnish, enamel and lacquer are allies of industry. They are willing workers at many tasks.

1 Paint products preserve and protect industrial property—fences, siding, floors, walls, tanks, machinery and other equipment. They are the armor-plate that defies rust and decay. They are the enemies of rapid depreciation. They cut maintenance costs. They save money.

2 Paint, varnish, enamel and lacquer beautify the products of industry. They provide color—the modern selling note. They give the finish that indicates quality. They are great modernizers.

3 Paint products increase the efficiency of industrial lighting. Properly applied, they reflect light from monitors, from windows, from electric lamps and

carry it to remote corners of plant and office. They create a surface which gives dust less chance to cling. They permit the cleaning of walls. They help distribute light.

4 Paint products promote sanitation, cleanliness, good health. They are mildly disinfectant. You can wash well, you can scrub well, but when you paint a corner, a wall or a whole plant it's *clean*.

5 Paint products aid in safety work. They are used to identify pipe lines, (standard color schemes for live and exhaust steam lines, for fire lines, etc.) have been adopted by many engineering organizations. Paint products are used for cautionary markings and for signs.

6 Paint products improve appearances and thereby help factory morale. Work in pleasant surroundings, work with well-kept equipment, is preferable to everyone.

All these advantages, either combined or individually are aids to plant management. Have you, Mr. Manufacturer, overlooked any of them? Are you utilizing paint, varnish, enamel and lacquer as allies to your production? Don't forget that they do many things—and do them well—for industry.

SAVE THE SURFACE CAMPAIGN,

This cooperative movement by the Paint and Varnish Industry has for its object the awakening of the public to the economic need for paint and varnish products. The world-wide slogan "Save the Surface and You Save All" is your reminder of

"Save the surface and you save all" — Paint & Varnish

18 EAST 41ST STREET, NEW YORK

that need. Discrimination in the selection of materials and in their proper application is essential to good results. Your guide to quality and satisfaction is the reliability of the individual manufacturer, dealer or painter.

© 1913, 1928. Save the Surface Campaign

Remarkable Simplicity of Design

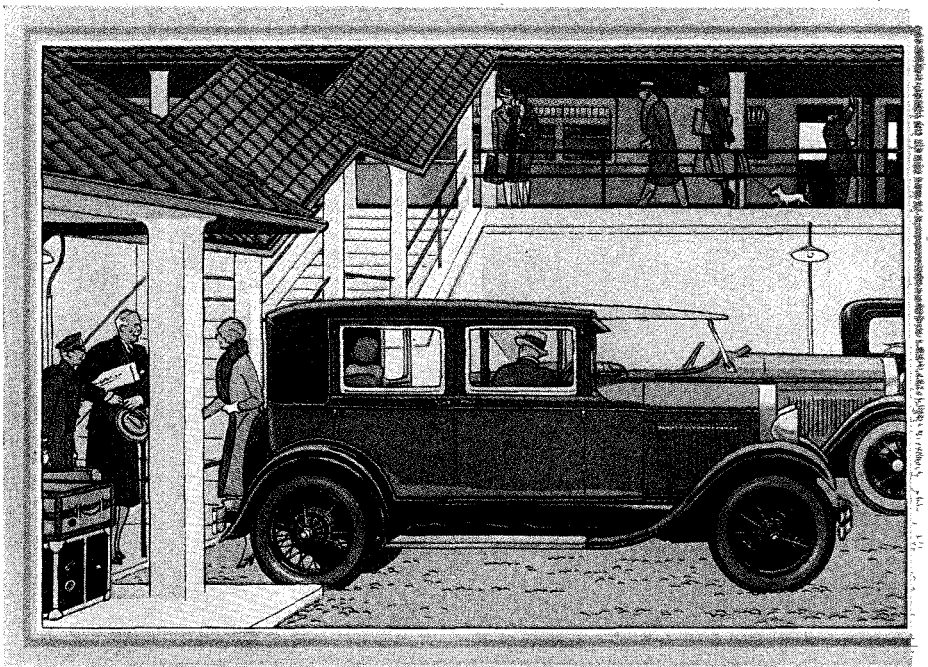
is revealed in the many exclusive mechanical features of the New Ford

"MAKE it better—make it simpler" has always been the keynote of Ford engineering and manufacturing methods. This policy has been carried forward to its highest, fullest expression in the new Ford.

You see evidence of a carefully planned simplicity of design the instant you lift the hood. Its influence on reliability and performance becomes increasingly apparent as you study each detail of the many mechanical improvements embodied in the construction of the car.

An example of the practical value of Ford engineering and manufacturing methods is found in the six-brake system.

This system is unusually reliable and effective because both the four-wheel brakes and the separate emergency or parking brakes are of the mechanical, internal expanding type, with all six brakes fully enclosed



for protection against water, sand, dirt and grease.

For many years this has been recognized as the ideal combination. It is now brought to you on the new Ford because a simple, easy way has been found to accommodate two sets of full internal brakes in a two-in-one brake drum on the rear wheels.

Another exclusive Ford development is shown in the construction of the housing of the steering gear mechanism. This is made of three steel forgings, electrically welded together.

The housing is then electrically welded to the steering column, making a one-piece steel unit.

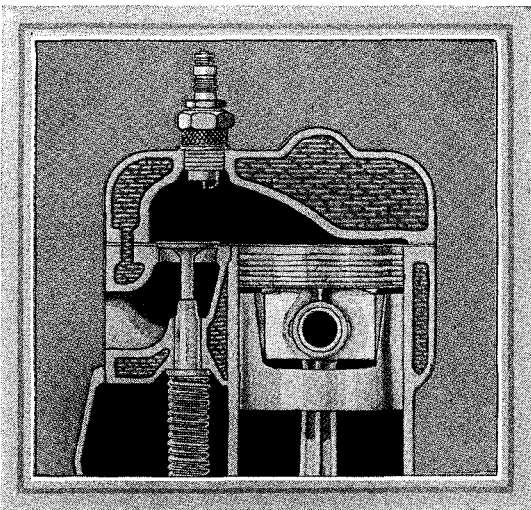
Many other vital parts of the new Ford are also electrically welded, thus giving greater strength than if several parts were used and riveted or bolted together.

Long, low and fleet are the lines and strikingly beautiful the colors of this new Fordor Sedan. Distinguished too by the generous seat space provided in both front and rear compartments. Five people can ride in comfort in this

The manner in which electric welding has been developed and used in the building of the new Ford is in itself one of the wonderful tales of industry.

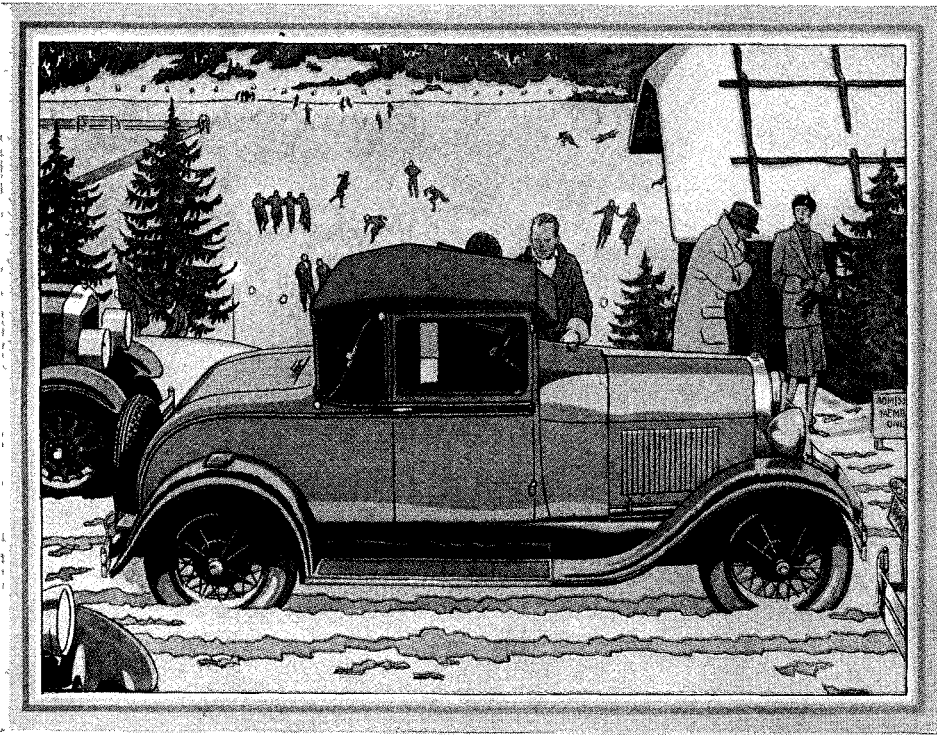
The ignition system of the new Ford also reflects much that is new in mechanical design. A unique feature is the elimination of high-tension cables from the distributor to the spark-plugs, these connections being made by means of thin brass springs. There is, in fact, but one high-tension cable and this connects the coil on the dash with the distributor.

The distributor head is waterproof and has been specially designed to prevent short circuits from rain, snow, etc. The breaker-plate



The combustion chamber of the new Ford is designed to allow free passage of gases through the valves, and to produce a turbulence which thoroughly mixes the fuel during compression. Following the spark, the flame spreads at once through the whole fuel charge, resulting in efficient and quiet engine performance.

This new Ford Sport Coupe is a splendid car for a woman to drive because it is so easy to control. The Triplex shatter-proof glass windshield is an important safety feature.



FEATURES OF
THE NEW FORD CAR

Beautiful low lines

Choice of colors

55 to 65 miles an hour

40 horse-power

Remarkable acceleration

Fully enclosed six-brake system

New transverse springs

Houdaille hydraulic shock absorbers

20 to 30 miles per gallon of gasoline

Triplex shatter-proof glass windshield

Reliability and low up-keep cost

formed of a steel forging, cadmium-plated to prevent rusting. When the valve is advanced or retarded, only the valve plate moves.

The Ford engine is unusually simple in design and represents a new development in automobile engineering because it develops 40-horse-power at only 2200 p. m. (revolutions per minute). This means you can do 55 to 65 miles an hour in the new Ford, yet you do not have a high speed engine. The low revolution speed contributes to greater efficiency and longer life because it follows that the slower the speed of your engine, the less the wear on its parts.

The valves of the new Ford are made of special carbon chrome nickel alloy. This metal not only withstands high wear because of its hardness, it is also particularly resistant to

the oxidizing or scaling effect of hot gases.

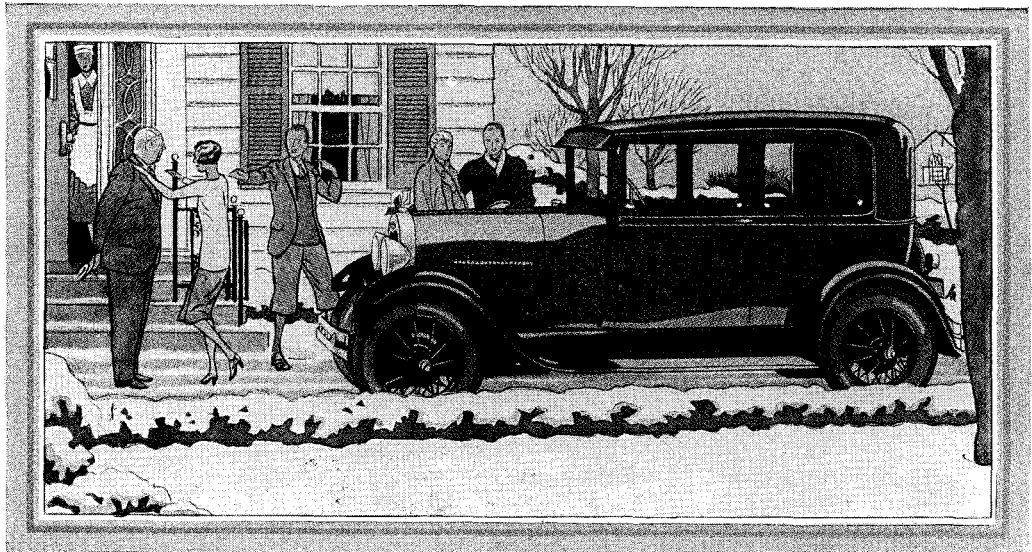
The Ford valve stems are designed with mushroom ends, thus giving the valve end a larger wearing surface where it comes in contact with the push rod and resulting in quieter action.

The whole idea back of the new Ford is to bring the benefits of modern, economical transportation to all the people and to help every

motorist get the greatest possible use from his car over the longest period of time at a minimum of trouble and expense.

No matter where you live or where you go, every Ford dealer is your dealer—specially trained and equipped to provide prompt, intelligent, forward-looking service that will lengthen the life of your car and give you many more miles of pleasant, enjoyable motoring.

new Ford Tudor Sedan. A good-looking roomy car has been built to give you thousands of miles of quiet, comfortable motoring. The richness of its finish, appointments and upholstery is unusual in a low-price car. Finished in a variety of beautiful two-tone color harmonies.



FORD MOTOR COMPANY

Detroit, Michigan

P A C K A R D

Each Packard is built to the exacting requirements of the world's most discriminating clientele



Packard, like its patrons, demands and selects only the best the world provides.

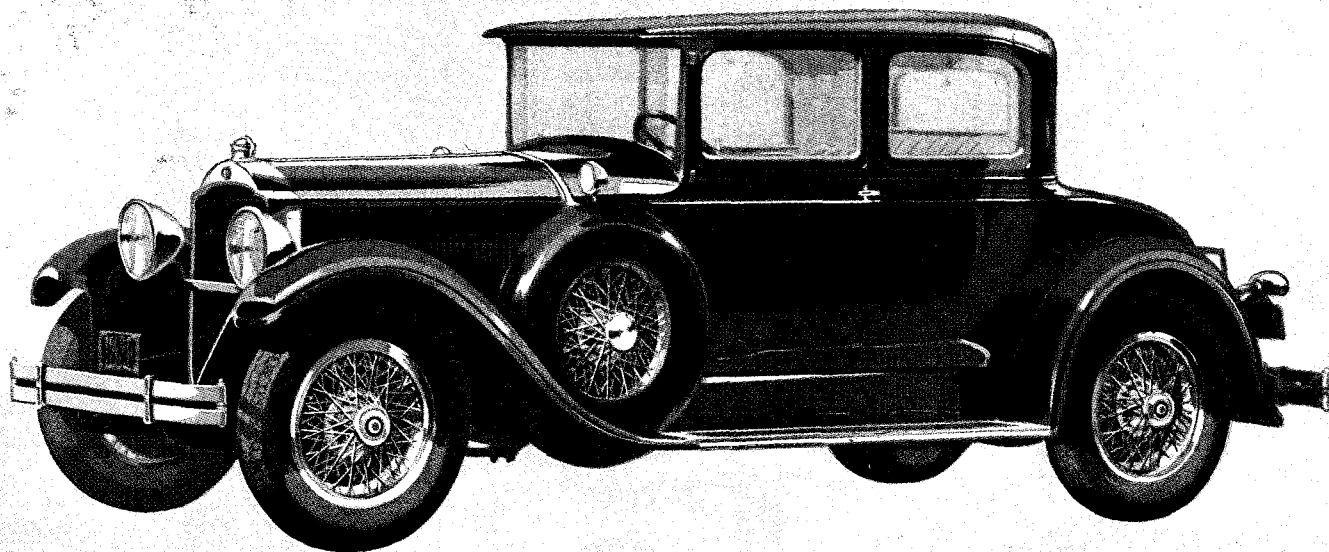
Discriminating taste, experience, exact knowledge and scientific equipment, combine to aid in the selection of the diverse materials which Packard craftsmanship finally molds into the modern miracle of luxurious transportation.

There are artists in other fields than color, form and fabric. Packard has also

its connoisseurs in steel, in bronze, in aluminum, in wood, in a score of other highly specialized departments. These men pick Packard materials with a fine appreciation of their responsibilities in upholding a priceless reputation.

Fine workmanship demands and deserves the best of materials. In things unseen as in things seen, a Packard must measure up to the one standard of quality which Packard knows—the highest.

A S K T H E M A N W H O O W N S O N E



WINTER TRAVEL PLAY. • GROUNDS—Continued

Luray Caverns. Their formations are of surpassing wonder.

We follow the Valley on through historic Woodstock to Winchester, where young George Washington had his first experience in building block-houses and forts to safeguard Virginia from French attack.

Here we may turn eastward on the highway leading to Washington or northward to Hagerstown and immortal Gettysburg.

HEART OF THE SOUTH

Virginia, disclosing her varied charms, presents us with a fitting curtain-raiser for the great South stretching beyond her borders. Nature has given the Carolinas and Georgia three distinctive resort belts—the Seaboard; the Sand Hill Long-Leaf Pine region, and the Appalachian Mountain-land.

From Cape Henry to ancient Fernandina, across the Florida line, we find the Seaboard notable for its picturesque bays and its age-mellowed yet progressive cities breathing the spirit of the South.

Following the coast southward from the Virginia border, Currituck Sound is the first of North Carolina's deep indentations. Then, opposite Kitty Hawk, Albemarle Sound, with innumerable tributaries and bays, sets far inland. At its head stands historic Edenton, so vividly portrayed by James Boyd in his historical novel, "Drums."

Albemarle gives place to Pamlico Sound, whose eastern outpost is Cape Hatteras. From the Pamlico waters extend inland those of the Neuse River, with New Bern on its western bank, founded in 1710 by colonists from Switzerland and Germany, and serving as Colonial Capital from 1746 to 1792. The city is full of historic landmarks. Southward ancient Fort Macon stands at Beaufort Inlet, with Beaufort itself giving an outlet to the sea; and then we ascend the Cape Fear River to charming old Wilmington, where a round of golf is available at the hospitable Cape Fear Country Club.

SEABOARD CITIES OF CHARM

Midway down the South Carolina Coast, Charleston mingles her romantic past with the ultra-modern. We visit St. Phillips, oldest church of the Carolinas; the Huguenot Church, founded in 1681; Fort Sumter; the famous Magnolia and Middleton Gardens, and scores of other pleasurable sights.

Entering Tybee Roads, the ship channel leads us to Savannah, founded by General Oglethorpe in 1733, its colonial homes, its parks shaded by live-oaks, and its historical landmarks of unusual interest.

Again on the deepwater harbor of Brunswick we admire more stately Colonial homes and motor over a causeway to Sea Island Beach, with its unique new Cloister Hotel and 60,000-acre hunting preserve. From Brunswick, too, the famous and exclusive Jekyll Island Club is reached.

AMONG LONG-LEAF PINES

Variety is a characteristic of the South. Moving inland from the Carolina and Georgia coast is transition to different scenes. Here is the Long-Leaf Pine Belt. Its forested sandhills rise a few hundred feet above sea-level, providing a salubrious winter climate.

A choice of many sports awaits us here. Hounds are baying for fox hunts. Saddle horses champ bits ready to take us into piny bridlepaths. Over world-famous golf courses we swing our midirons. We join eager spectators at polo games and horse races. Refinement and high sportsmanship mark the entire region.

PINE BELT TOWNS

Coming into the Carolinas from the North, time permits us to see only a few

of the towns that would richly reward a visit.

At Raleigh, birthplace of Andrew Jackson, we pause to inspect the historical museum and see this dignified capital town.

Resuming our way south, we reach that notable group of winter resorts which includes Southern Pines, Pinehurst, Mid Pines, Aberdeen, and Pine Bluff.

We agree that Southern Pines must be set down as one of the most progressive, beautiful, and well-managed towns of the country, embodying practical municipal idealism. Its atmosphere and surroundings are an inspiration to residents and visitors.

Four eighteen-hole courses, covering a thousand acres, the achievement of Donald Ross, are within the radius of the Pinehurst Country Club. Famous tournaments draw golfers from far and wide to this headquarters of Colonel Bogey. Other sports, such as archery, trap-shooting, tennis, racing, polo, and horseback riding offer us a round of amusement.

Journeying on again, we arrive at Camden, "In the Heart of the Pines," settled long before the Revolution and playing a conspicuous part in the struggle for independence. Into her broad, shaded streets in 1825 rode the Marquis de Lafayette to lay the cornerstone of a monument to De Kalb, which now claims our interest.

After Camden we come upon striking evidence of the South's industrial energy and expansion at Columbia, the capital of South Carolina.

In the midst of a pine forest, through which we may ride for miles in the saddle, Summerville toward the coast is in high favor with winter visitors.

Thence we turn northwest to Aiken, whose winter colony has been long distinguished as among the most substantial and select in the South.

A few miles distant, the great hotels of Augusta welcome us to this hospitable city, founded and admirably planned by General Oglethorpe—a city whose Country Club provides two eighteen-hole golf courses, and whose horse shows, society circuses, dances, and tennis courts are famous among winter resorts.

Western trails from Augusta lead us to dynamic Atlanta, one of the South's great capitals of industry. A twenty-mile motor ride brings us to the stupendous spectacle of Stone Mountain, rising in its granite might alone from surrounding plain, and bearing the beginnings of the world's hugest rock-carving, perpetuating for future ages the fortitude and sacrifice of the Southern Confederacy.

From Atlanta we may run down to Macon, home of Sidney Lanier, and thoroughly Southern in its surroundings. Southwest of Macon is Columbus, headquarters for the Alabama National Forest, 110,000 acres of unspoiled nature in northern Alabama.

LAND OF THE SKY

Beyond the Long-Leaf Pine Belt of the Carolinas rises the Appalachian rampart

forming regions of extraordinary scenic charm.

In western North Carolina we enter the mountain wonderlands of the Great Smokies, which deservedly are to become one of our National Parks.

Nestling among towering ridges, over which Mount Mitchell rises 6,711 feet above the sea, in this "Land of the Sky," we find Asheville, its capital, spick and span, an altogether inviting year-round resort. The inspiration of her glorious surroundings is embodied in this famous city. With charming homes and modern business center, Asheville's growth is substantial and continuous. Almost bewildering we find her recreational facilities, with a total of almost one hundred holes of golf, including the famous Biltmore Forest Country Club; a thousand miles of mountain highways; saddle trails in various directions; mountain hiking and fishing par excellence. Asheville is official headquarters of the great surrounding Pisgah National Forest. Seventy-five miles southwest of Asheville, with Franklin, North Carolina, as headquarters, also lie the 250,000 acres of Nantahala National Forest.

BORDER STATE MAGNETS

From Asheville we may cross the mountains and enter the Border States.

Knoxville, on the winding Tennessee River, is one of Tennessee's most inviting cities. Following the course of the river, we visit Chickamauga and Chattanooga Battlefield National Monuments, motor up the historic Missionary Ridge, and sit for a long time upon Lookout Mountain, drinking in the vast panorama unfolded from this vantage-point. Knoxville is headquarters for the Cherokee National Forest, hunting ground of the Cherokee Indians, occupying 305,000 acres in portions of Tennessee, North Carolina, and Georgia.

Turning north, we arrive at attractive Nashville, where we visit The Hermitage, home of Andrew Jackson, and continue on to Kentucky.

KENTUCKY DELIGHTS

We visit at Hodgenville the Lincoln Birthplace National Monument, and we are awe-inspired by one of the world's largest caverns, the Mammoth Cave.

At the Falls of the Ohio we arrive at Louisville. This progressive city has admirably solved the problem of combining an important and growing industrial municipality with a delightful community of homes. After viewing her shaded boulevards, parks, and golf courses, we agree with one writer that "It is delightful to be in Louisville and . . . there is regret on leaving the city."

East of Louisville lies the captivating Blue Grass Region of Kentucky, of which Lexington is the commercial center.

FLORIDA FOREVER

Joining the constant stream of winter migrants, we arrive at Jacksonville, eager and expectant to enter Florida's playgrounds.

COASTWISE SERVICES TO THE SOUTH

FOR	FROM	LINE
Jacksonville, West Palm Beach, Miami	Boston Norfolk Philadelphia Baltimore (Seven connecting services)	Merchants and Miners Transportation Company
Norfolk and Newport News	New York	Old Dominion Line
Norfolk	Washington	Norfolk & Washington
Old Point Comfort, Norfolk and Portsmouth, Va.	Baltimore	Baltimore Steam Packet Co. (Old Bay Line)
Old Point Comfort, Norfolk, York River Landings, West Point, Richmond	Baltimore	Chesapeake S. S. Co.
Savannah	Boston or New York	Savannah Line
Charleston, Jacksonville and Miami	New York	Clyde Line
New Orleans	New York	Southern Pacific S. S. Lines (Morgan Line)
Key West and Galveston	New York	Mallory Line

THE UNSEEN—*seen through* THE OPEN MIND

YOU can *hear* the purr of power as your car rolls along, but you can't *see* it. Hundreds of metal parts are moving with great rapidity; oil is circulating through the motor with every revolution; electric sparks flash at lightning speed.

But the men who design automobiles must know exactly what is going on when a car is in motion; so General Motors engineers have adapted to their use, among other instruments, one which is so quick and sensitive that it can photograph a flight of machine gun bullets.

A wheel whirling at a rate of thousands of turns a minute can be made to appear to stand still. A stream of oil, pumped under high pressure, can be broken down into pictures of each tiny globule. Moving valves and pistons give up their secrets.

Thus the unseen is being made visible; the "unknown" measured and weighed. Often these new discoveries compel a revision of previous thinking, and open a new line of research and test. This is what General Motors means by the "Open Mind"—the habit of constant searching for facts, and the willingness to discard any previous opinion as soon as new truth points a way to further improvement.

PRODUCTS OF GENERAL MOTORS

"A car for every purse and purpose"

CHEVROLET
PONTIAC
OLDSMOBILE
OAKLAND
BUICK
LASALLE
CADILLAC
All with Body by Fisher

GENERAL MOTORS TRUCKS
YELLOW CABS AND COACHES
...

FRIGIDAIRE
The Automatic Refrigerator
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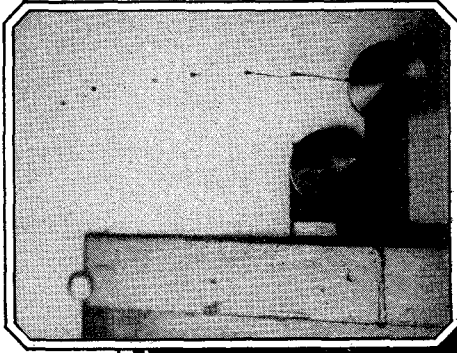
DELCO-LIGHT
Electric Plants
...

Delco-Remy Electrical Equipment • Harrison Radiators • Delco-Remy Lovejoy Shock Absorbers • Jacox Steering Gears • A C Spark Plugs • A C Speedometers • A C Oil Filters • New Departure Ball Bearings • Jaxon Rims, Wheels and Tire Carriers • Brown-Lipe-Chapin Differentials • Hyatt Roller Bearings • Inland Steering Wheels • Klaxon Horns
...

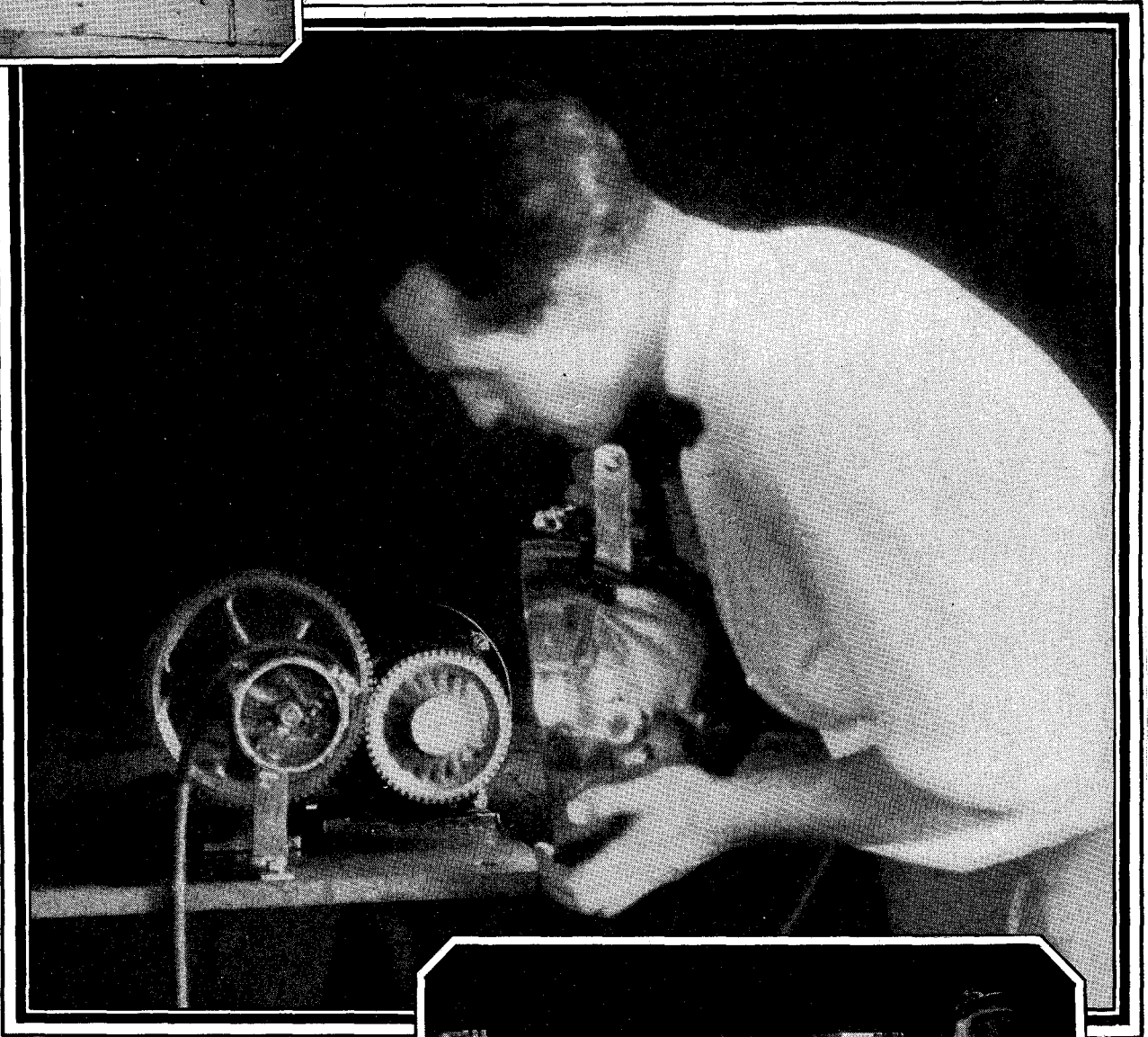
General Motors passenger cars, Frigidaire, the automatic refrigerator, and Delco-Light electric plants may be purchased on the standard low-cost GMAC Time Payment Plan

TUNE IN—General Motors Family Radio Party. Every Monday evening, 9:30 Eastern Standard Time. WEAJ and 35 other stations associated with N. B. C.

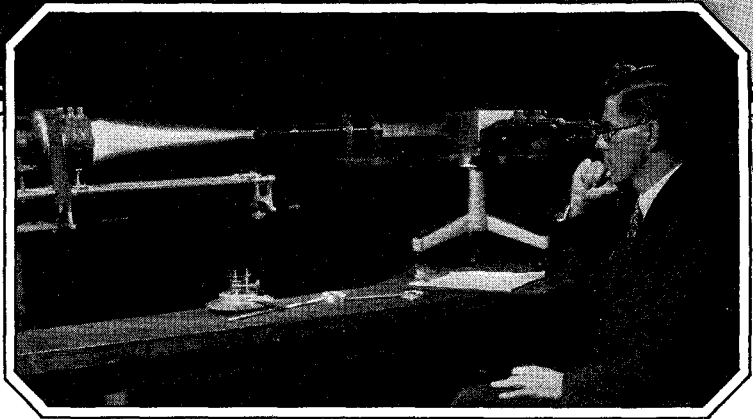
GENERAL



The picture at the left shows how the stroboscope makes visible the separate drops in a fast-moving stream of oil.



A "SLOW MOTION" picture camera can make a racing athlete appear to be walking; but the stroboscope which this General Motors engineer holds in his hand, when its light is focused on a wheel making 3,000 revolutions a minute, causes the wheel to seem to stand still. The small picture at the top shows how the machine breaks a swiftly moving stream of oil into separate drops. At the right a spectroscope is being used to discover impurities in metal too minute to be detected by chemical analysis.



MOTORS

WINTER TRAVEL PLAY- GROUNDS—Continued

Vicissitudes caused by nature, or by man, can not dim permanently the luster of the Peninsula State. Enduring are the riches of her soil, the charm of her 30,000 lakes, the tropical scenery of her 2,500 miles of navigable rivers, the sandy strands of thousand-mile coastline, and the supreme joy of her winter climate.

Equally indestructible is the spirit of her citizens, tilling the soil, building progressive communities, creating delightful homes. Their indomitable spirit triumphs over temporary adversities. The same epic of optimism, the same will to forge on which has made a better, greater San Francisco, a nobler Galveston, and which is recreating an inundated Mississippi Valley, is being enacted in meeting sectional disasters in Florida. For such is America!

So long as man desires to escape the rigors of winter he will flock to her kindly, hospitable refuge, care-free in the assurance that during this season storm and flood are unknown. And many of him will contribute to the steady growth of permanent population, conscious that even such visitations have affected only comparatively small areas.

Thus new trains, improved steamship services, a new rail route and air lines are ready to cope with this winter's movement Floridaward.

EXHILARATING JACKSONVILLE

We feel the spell of Florida the moment we enter Jacksonville, northeastern gateway for rail, water, and motor traffic. Resplendent flora of the sub-tropics greet our eyes from its four superb parks. Palm-shaded streets are bordered by homes expressive of comfort and good taste. Golf courses, tennis courts, and bridle paths contribute to out-of-door recreation in its delightful climate. Over the superb Atlantic Boulevard we motor to Jacksonville's broad ocean beaches, Atlantic and Pablo.

Everywhere within the city are evidences of civic progress and pride—excellent schools, numerous clubs, churches of all denominations, and modern theaters. We agree that Jacksonville has solved the problem of how to live.

Then we turn to see how she works. Great skyscrapers and attractive shops line her business districts, but the full importance of her industry is not fully disclosed until we stroll down to the wharves bordering the deep, landlocked harbor formed by the St. Johns River, and see the cargo hoists loading a goodly portion of Florida's half-billion-dollar export of fruit, lumber, vegetables, and sea products into steamships from ports near and distant. This shipping and the busy rail freight yards, spell Jacksonville's strategic position in commerce, her solid, steady growth, her assured future.

There are compelling reasons for us to tarry in this upstanding city. But the great State still lies before us, and we wish to see it all—the East and the West Coasts, of course, and the scenic highlands, lakes, and rivers of the interior.

TROPICAL RIVER TRIP

Before we start for the East Coast, which is nearest of these regions at hand, we yield to the temptation to take the St. Johns River trip. Boat schedules are so arranged that by making this a round-trip, beauties of the entire navigable river may be viewed by daylight.

To our northern eyes the unaccustomed tropical scenery is fascinating, the river winding between banks bordered with tropical trees, shrubs, and brilliant flora.

Leaving behind the residential districts of Jacksonville on the west bank, vista after vista unfolds as we pass busy Palatka, sail through Lake George, an expansion of the

St. Johns, and reach finally Sanford, shipping center and head of navigation.

From Sanford we motor to De Land for a round of golf at The College Arms course, right in the midst of this educational center, or two other links nearby. If we choose the Ponce de Leon course, one of these, we may quench our thirst at the famous springs of the same name.

THROUGH SPANISH CITY GATES

Back to Jacksonville, and the East Coast awaits us. St. Augustine is our first stop. Few other cities in America have a more intriguing past or present interest. Don Pedro Menendez de Aviles sailed into Matanzas Bay in 1565, and established its beginning. Three flags have flown over it, Spain and England having ruled it alternately. The Spanish régime has left for us to see to-day the ancient city gates, the slave market, ruins of the Spanish light-house on Anastasia Island, Old Fort San Marco (now named Fort Marion), the Spanish Governor's Mansion, etc. The old Plaza de la Constitucion is the present civic center of a select winter colony and a happy permanent population.

Between ocean and mainland stretches the Matanzas River and Canal to Ormond, whose fame has been spread by the distinguished men who make it their winter headquarters. Its golf facilities are admirable and in addition to this sport we may drive over a bridge for sea bathing at Ormond Beach.

NATURE'S GREATEST SPEEDWAY

The very poetry of motoring is to glide over the twenty miles of sand, of 500 feet width at low tide, forming Daytona Beach, and we believe Barney Oldfield, who describes it as, "The greatest and finest speedway in the world." The town of Daytona Beach, with its double waterfrontage on the Halifax River and the ocean, gives us a most pleasing impression.

Spanish Florida is disclosed again at New Smyrna, nestling under palmettos and live-oaks, where we see the picturesque ruins of an old mission. Again we may cross the lagoon-like waterway for bathing at two ocean beaches, New Smyrna and Coronado.

Now our route leads along the Indian River, and at Titusville we reach an outlet for the famous Indian River citrus region. For miles, opposite, stretches Merritt's Island. From Cocoa a bridge provides approach to its numerous bathing beaches, and about opposite here Cape Canaveral juts far out into the ocean, bearing on its tip Canaveral Light.

Following Cocoa we arrive at Rockledge, standing on a coquina ledge overlooking the Indian River, and then at trim Melbourne with its own causeway leading to Melbourne Beach.

St. Lucie Sound now forms the inside waterway course, and passing Fort Pierce and Stuart, where Grover Cleveland used to fish, we skirt the waters of Lake Worth and enter West Palm Beach.

LAKE WORTH'S CONSTELLATION

Until a few years ago little more than a stopping place for its celebrated neighbor across Lake Worth, Palm Beach, West Palm Beach has risen to great importance among East Coast cities. Towering above the palms of its many miles of streets are lofty office buildings and capacious hotels. Trunk routes from north and south and across State to, or from, the West Coast, making it a rail center, have given the city a foundation of enduring commercial prestige, while its residential districts are delightfully spread along the crystal waters of Lake Worth. For its home dwellers and a vast number of winter visitors recreational facilities include sailing, bathing, golf, hunting, fishing, motoring, tennis, horseback riding, and a variety of other forms of entertainment in ideal climate are provided.

We cross the bridge to the other side of Lake Worth and are among the glittering

scenes of Palm Beach, resort of fashion and wealth. Color, sparkle, and animation meet us on every side. Great white yachts are lying at anchor on the blue waters of the lake. Palm-lined walks and drives, flower gardens, villas in the Italian and Spanish styles brighten the picture. Over the golf courses white-clad figures are moving, processions of scootamotors are winding over walks and drives, their occupants seeing and being seen; bathers are disporting themselves in the breakers; members of the Sail Fish Club are busy with hooks and lines; glistening cars are gliding along the boulevards. At night begin dance music, moonlight strolls, and casino pastimes. For such is "The Queen of American Winter Resorts."

Continuing southward, we pause to admire one of Florida's "wonder towns," Lake Worth, representing the ultra modern in its public buildings, stores, and homes.

The route leads to Fort Lauderdale facing the deep waters of New River and terminus of canals stretching back to Lake Okeechobee in Florida's five-million-acre Everglades Garden. Settled by a descendant of the Earls of Lauderdale, the present city began its existence as an army stockade in the Seminole War.

A few miles beyond the new civic creation of Hollywood, facing directly on the Atlantic itself, welcomes us.

MIAMI—MAGIC

Then we see visions of skyscrapers rising against the horizon from the southern sands. Is it a mirage? No, but the outlines nevertheless are those of a magic city—Miami, risen overnight, as it were, to become the tourist capital and metropolis of south Florida.

Are all these miles of streets and boulevards, lined with hotels or office buildings, all these parks and wharves, the creation of a few years? We are amazed by its apparent incredibility. Miami's achievement is unparalleled, stupendous.

Miami is a vast theater of entertainment. Her sports program covers every pastime from golf to horse-racing, the latter resumed this winter. Between the races or the matches we join an audience of thousands in the Bayfront Casino, listening to the band concerts; we dip in the ocean at the Bathing Casino, or watch a speed-boat regatta. And offshore we sail to fight the gamy barracuda, sailfish, or tarpon.

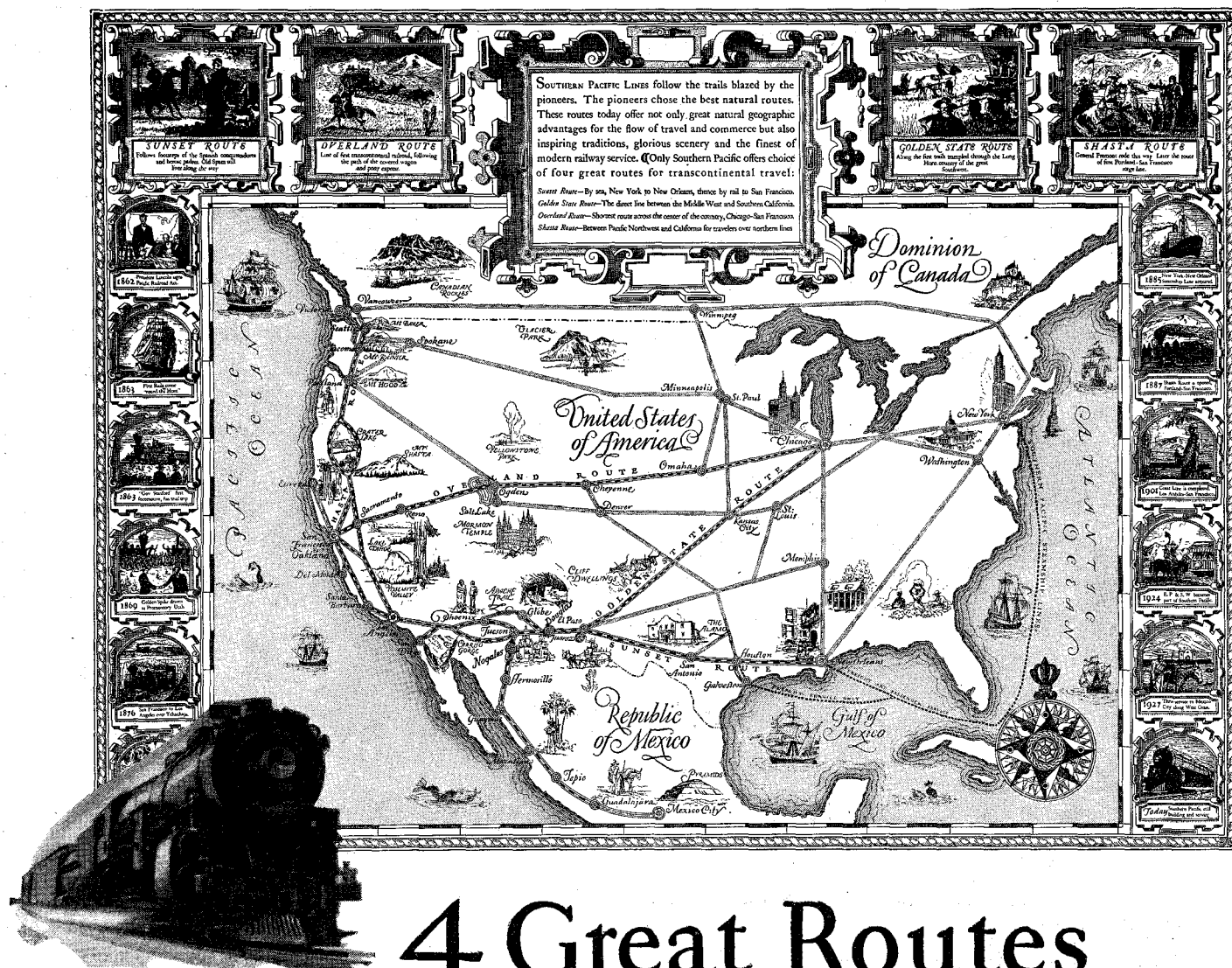
Under the balmy winter sunshine we motor to Coral Gables and see realized the dream of an idealistic community in Moorish and Spanish architectural style. Along the boulevards of Miami Beach, between bayshore and oceanside, we pass rows of great hotels, villas, and bungalows.

Out through charming Cocoanut Grove the Overseas Highway leads us to the Royal Palm Park on Paradise Key, exhibiting within its limits every form of tropical tree, shrub, and brilliant bloom in Florida. From Key to Key this motorway leads toward its ultimate destination, Key West.

From mainland over the Keys and intervening waters we ride over the engineering marvel of the Florida East Coast Railway, the overseas division terminating at Key West, half Spanish, half American, gateway to Cuba.

Returning to Miami we motor out over the Tamiami Trail, plunging into wild country, one of America's last frontiers and the native home of big game, myriad birds, and the vanishing Seminole Indian.

As we leave, Miami is expectant of two great events. The first is the All-America Air Meet and Derby, scheduled for January 7 and 8, which is expected to establish Miami's advantage, with her numerous landing fields and seaplane landings, as an important base in air transport between the United States and Latin America. Already Miami has just been added to the nation's air-mail routes, and a passenger service is in operation between Miami and Havana. The second big event is the expected arrival of President-elect Hoover in Miami, on his return from South America



4 Great Routes 16,820 miles of rail lines

You can follow one pioneer route to the West, return another; see the whole Pacific Coast.

Close behind the "prairie schooners" of the pioneers came Southern Pacific—inheriting the best natural routes to the Pacific Coast, and bringing speed and comfort into westward travel.

Twelve trains daily now bear visitors to California over Southern Pacific lines. You can step into through Pullman sleeper at Minneapolis, St. Paul, Chicago, St. Louis, Kansas City, Memphis, New Orleans or Seattle. Four great routes, some with alternative lines through interesting countryside, offer you a choice available on no other railroad system. You can go one way, return another. You can stop over anywhere.

More than 93,000 employees, chosen for courtesy and trained in efficiency, will speed you safely over Southern Pacific rails and home again. Every detail that thoughtfulness can provide will make your journey pleasurable.

Fresh foods of the finest quality, procured daily along the route through America's great food-producing states, will be prepared by clever cooks into characteristic southern and western dishes, and served on snowy linen.

In the luxury of club and observation cars and restful Pullmans, you will glide through historic country; Louisiana, Texas, the Spanish-American Southwest with its Apache Trail motor highway side-trip to prehistoric cliff dwellings; the Columbia River country; or

the sapphire blue of Donner Lake and Lake Tahoe, and finally the Spanish Missions and Pacific Ocean shoreline of California.

Four premier trains daily

In addition to its own fine steamships sailing weekly from New York to New Orleans, Southern Pacific speeds a premier limited train daily east and west over each of its four routes. These trains are: "Sunset Limited", New Orleans to Los Angeles, San Diego and San Francisco; "Golden State Limited", none faster or finer between Chicago and Southern California, with through Pullmans to and from San Diego, Los Angeles and Santa Barbara—(both affording stopover at El Paso, just across the Rio Grande from Juarez in Old Mexico); "San Francisco Overland Limited", straight across midcontinent from Chicago; and "The Cascade", from Seattle and Portland to San Francisco via the new scenic Cascade line of Shasta Route. Shasta Route to California is for travelers via northern United States or Canadian railroads.

See the whole Pacific Coast! Southern Pacific's four great routes alone offer this variety. Send your name and address at once to E. W. CLAPP, Traffic manager, Dept. B-24, 310 S. Michigan Blvd., Chicago, for free book, "How Best to See the Pacific Coast". Add 25c for large copy of above Antique Map, in full colors.

Southern Pacific

Four Great Routes

Winter Cruises To Paradise Lands



MEDITERRANEAN AND EGYPT

12,000 balmy miles on a palatial ocean liner—while winter storms back home. A tempting itinerary covers Madeira, Gibraltar and Spain, Algiers, Monte Carlo and Nice, Italy, Greece, the Holy Land, Egypt and Sicily. Stop over from ship to ship, if you wish. Also optional return by a north European port. Rates attractively moderate—\$695 (up), including shore excursions.

S. S. Adriatic,
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WEST INDIES & MEXICO

Your choice of four delightful short cruises, planned for busy people, on the great liner *Lapland*. A wide choice of itineraries—covering Mexico City (exclusive with the *Lapland*), the Panama Canal, Bermuda (at Easter), Havana, Nassau, etc. Your cruising home a noted liner. Sailing dates: Jan. 31 (22 days); Feb. 25 (16 days); March 16 (17 days); April 6 (11 days).

WHITE STAR LINE RED STAR LINE

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For full information address No. 1 Broadway, our offices elsewhere, or authorized steamship agents.

WINTER TRAVEL PLAY- GROUNDS—Continued

and his sojourn here prior to the inauguration.

BETWEEN COASTS

Interior and Gulf Coast Florida are treats that still lie before us. We have already glimpsed the St. Johns River region in our boat trip—Jacksonville to Sanford and return. Vast interior areas remain to be seen. Of course, we can not attempt to include all of their delightful places. That would require more than a season's constant travel.

Let us again set forth from Jacksonville, however, and visit all that time will permit. Over the Old Spanish Trail Motor Highway we drive west sixty miles to Lake City, one of north Florida's crossroads. Here we shall leave the Trail for a time to pick it up later on.

From Lake City there is a side trip eleven miles northwest to White Springs. Winding about this attractive town, whose springs are famed, are the romantic waters of the Suwannee River.

Returning to Lake City, central Florida invites us in this direction. So we turn south to Gainesville, gateway to the lakes region and seat of the University of Florida and the Agricultural College.

CRYSTAL WATERS

Beyond, Ocala compels us to halt. Five miles from Ocala we encounter one of Florida's many nature wonders, Silver Springs, gushing forth nearly 400,000 gallons of crystal waters each minute. We row out in glass-bottomed boats to view their immense depths, evidently the outpouring of some mysterious underground river. Here, too, begins that unusual tropical water trip down the Ocklawaha River through floating hyacinths and under canopy of luxuriant vegetation to this river's confluence with the St. Johns. East of Ocala in this scenic ridge region stretch the solitudes of the Ocala National Forest.

Returning to Ocala and traveling on we enter a labyrinth of lakes at delightful Leesburg, which itself stands right between Lakes Harris and Griffin and is about four hundred feet above sea-level. Here in Lake County the bamboos, palmettos and pine-forest hammocks are a source of admiration.

Turning east we go on to Eustis, bordering Lake Eustis. Tavares at its lower end, Mt. Dora, Apopka and Winter Garden on Lake Apopka follow in succession. These various lakes, connecting waterways and the Ocklawaha, and St. Johns River, form a continuous water route to the sea.

CITIES ON LAKES

Leaving Winter Garden we go east to Orlando, "the beautiful." Its fortunate citizens live and enjoy life in one of the loveliest towns of inland Florida. We agree that the Chamber of Commerce does not exaggerate when it says: "A stranger coming into Orlando, whether by train or automobile, gets first the impression of beauty. Beauty in the score of lakes around which the city has been built; beauty in the homes which surround them, with wealth of flowers and spacious grounds; beauty in the thousands of trees which give shade and distinction to the City Beautiful."

From Orlando we run out to see its neighboring town, Winter Park, seat of Rollins College, Florida's oldest institution of higher learning, and then continue south again through the ridge country of Orange County to Kissimmee on the shores of Lake Tohopekaliga, and starting point for a 250-mile water trip possible for boats of shallow draft.

Now the way is southwest to Haines City and Winter Haven, which has ninety-seven lakes within a five-mile radius, and inviting Lakeland surrounded by innumerable waterways.

From Lakeland we continue south to

Bartow's oak-lined avenues, thence east to Lake Wales. Three miles north of this market town, at Mountain Lake, Mr. Edward Bok has completed a bird sanctuary with nightingales brought from England, and species of all birds of Florida. Here, too, Mr. Bok has constructed a "Singing Tower" of marble, 205 feet high, and having in its dome a carillon of sixty-one bells, the formal dedication of which will take place on February 1. This and the winter homes of famous men all are included in the Mt. Lake Club.

We turn south from Lake Wales through Frostproof, Avon Park to Sebring, fronting Lake Jackson, and drive over its twelve-mile lake boulevard.

South of Sebring we see the impressive development of the new Lake Placid Club, sub-tropic branch of the famous Adirondack Lake Placid Club; 3,000 acres bordering Lake June, have been incorporated, upon which \$2,000,000 will be expended for the main club buildings. Beyond, at Childs, the highway turns east again.

UNDER ROYAL PALMS

Lake Okeechobee, Florida's greatest inland lake, occupies an area of one thousand square miles, and crossing its blue waters to Moore Haven, on its western shore, we are at the beginning of the waterway route bringing us finally down the Caloosahatchie River to Fort Myers on the West Coast, "City of Palms." From north or east a two-mile long bridge over the river, leading into Royal Palm Drive, forms the city's impressive gateway. We are fascinated with the beautiful homes, shops, patios, and Spanish architecture. We turn our car into McGregor Boulevard, and under stately royal palms and Australian pines bowl along past estates to Punta Rassa, where we have our first glimpse of the Gulf. The beaches of Sanibel Island, the famous fishing waters of Captiva Island, lie beyond.

Southward from Fort Myers we enjoy a trip to Bonita Springs, Naples, and Collier City.

Then returning we begin our trip northward, our route bringing us into the Charlotte Harbor region. We stop at Punta Gorda at the mouth of Peace River and set forth for the renowned fishing grounds of Gasparilla Pass, Boca Grande, and Pine Island Sound, and are rewarded by excellent catches.

Continuing from Punta Gorda we reach exquisite Sarasota, facing Sarasota Bay, with a causeway connecting it with Long Key and the Gulf beaches.

Beyond, we reach the broad confluence of the Manatee River, a cluster of towns including Manatee, Bradenton, and Palmetto by excellent roads connected with Anna Maria and Bradenton Beaches.

PLEASURE PIRATES

Just beyond the Manatee comes the deep indentation of Tampa Bay, and we enter Florida's great West Coast port. Her million-dollar port terminals, her 500 acres of artistically landscaped parks, her Bayshore palm-lined Boulevard, her great hotels and Spanish quarter, her golf courses, fishing waters, and regattas fill our visit with enjoyment. Two premier celebrations must not be omitted. In January is held at Tampa the South Florida Fair, an exposition of the State's valuable natural resources. In February Tampa gives herself over to romance, and celebrates the Gasparilla Carnival, depicting this famous pirate and his ship in a colorful drama.

From Tampa we drive through West Tampa, and crossing the Bay, over the great Gandy Bridge, reach St. Petersburg, metropolis of the Pinellas Peninsula. This clean, progressive, modern civic creation, steadily growing in favor as a resort, home, and business objective, extends to both shores of the Peninsula with a causeway across its landlocked harbor to St. Petersburg Beach.

SUNSHINE CITY

St. Petersburg works and plays amid delightful surroundings, as her location

They came for Sunshine and Health ~~~they stayed for prosperity

THEY came to Jacksonville just for a visit. They sought sunshine . . . health . . . the happiness that comes from winter flowers, from curving, golden beaches, from warm, fair skies.

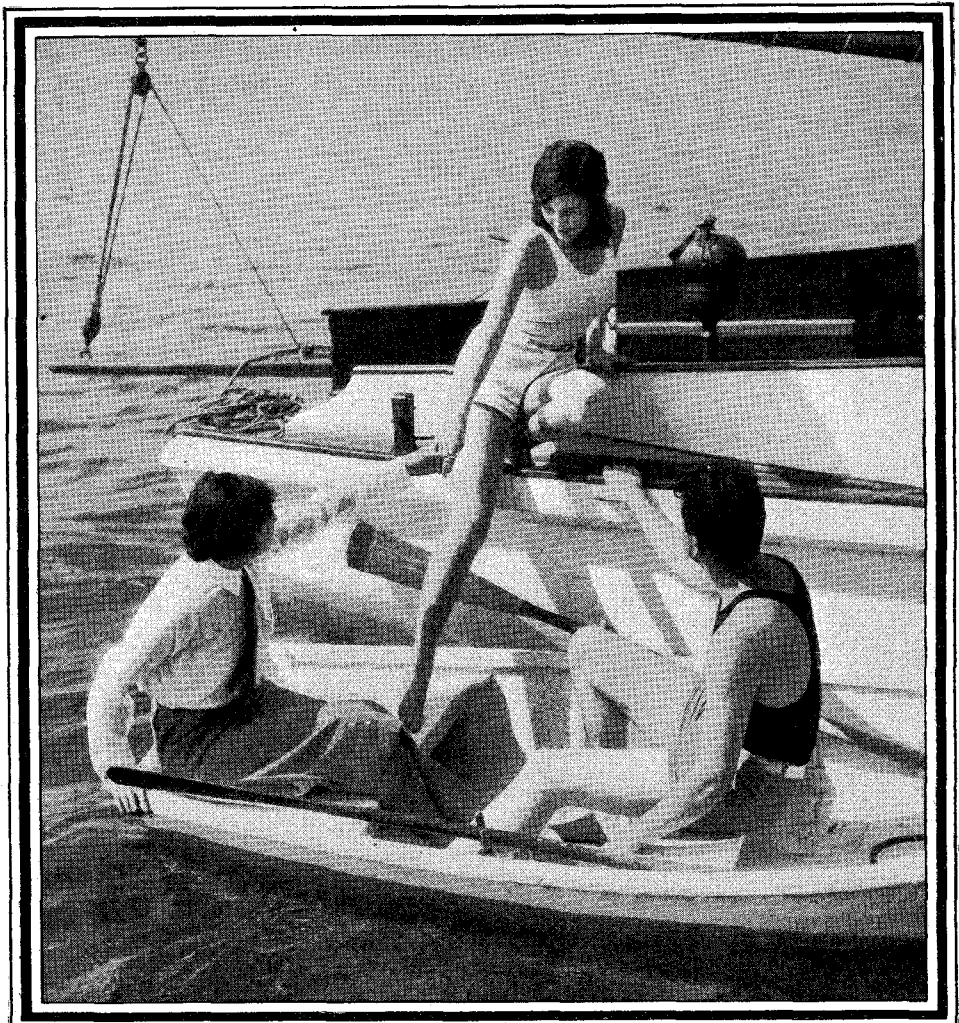
But they stayed for prosperity.

They found golf on courses green the year around; swimming, fishing; driving on highways flanked by fragrant fields and deep, cool forests; tennis; boating in a fairyland of inland waterways; the romance of summer nights in winter; the glory of a land teeming with life twelve months of the year. . . .

And they found, too, a region—rich in resources and fortunate in location near the great markets of the country—which creates annually more than \$500,000,000 of new wealth. Florida produces approximately one-third of the fruit and vegetables shipped from the sixteen Southern states. The value of its manufactured products is treble that of ten years ago. Farm land has increased 50 per cent in value since 1922.

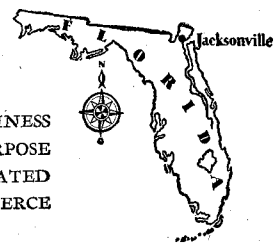
Jacksonville, serving the entire Southeast as financial, commercial and industrial capital, is assured of continued growth. Its port is one of the greatest of the South Atlantic. Its many industries include branches of the nation's leading business firms. Its bank clearings and deposits compare favorably with those of the large financial centers. In ten years the city's population has doubled, property values have increased more than half, water-borne commerce fivefold. The development of both Florida and Jacksonville has barely started.

And Jacksonville is a friendly city . . . a city of sunshine, pleasant homes, friendly people. It welcomes those who come to visit—for it knows that many will remain to prosper. Write: Believers in Jacksonville, P. O. Box 318, Jacksonville, Florida.



Believers in
Jacksonville

AN ASSOCIATION OF REPRESENTATIVE BUSINESS
MEN INCORPORATED FOR THE SINGLE PURPOSE
OF COMMUNITY ADVERTISING, AFFILIATED
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Those who know come and go

Santa Fe "all the way" to California

YOU always hear of some prominent person arriving or leaving on the Santa Fe. They know, appreciate and demand the best train, the best food, the best service when they travel. That is why they take the Santa Fe.

It's the short route—it's the pleasant route—through the sunny Southwest—to the outdoor playgrounds of the Pacific.

You have a whole tribe of Santa Fe trains to choose from—six transcontinentals daily! The Chief, two California Limiteds, the Navajo, the Missionary, and the Scout.

These trains offer different speeds—different types of service—different fares. You can choose just the one you want. Some stop at the famous Fred Harvey hotel dining stations for meals—the others carry Fred Harvey dining cars.

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WINTER TRAVEL PLAY- GROUNDS—Continued

suggests. We enjoy golf at the St. Petersburg Country Club's eighteen-hole course, overlooking Boca Ciega Bay; we rest under the shade of moss-draped oaks in Williams Park; we attend a social gathering at the spacious St. Petersburg Yacht Club House; we fish from the mile-long municipal pier, or go deep-sea fishing; we feast our eyes upon gardens resplendent with bougainvillea, red begonias, jasmine, and roses, caressed by balmy sunshine throughout the winter, and we find the business part of the city full of activity.

St. Petersburg has been built from the populations of all States. In this ideal setting and perfect climate they have created a new city, typical of all that is best in high municipal standards.

Northward from St. Petersburg, through the Pinellas Peninsula, we motor to attractive towns, including Belleair, favorite headquarters of golfers; Clearwater, from a high bluff, overlooking Clearwater Bay and boasting five eighteen-hole courses near by, and a million-dollar causeway across to magnificent Clearwater Beach; then on to Tarpon Springs, tucked away along the winding forested shores of Spring Bayou and the picturesque Anelote River, a veritable little dream town, center of the world's largest sponge fisheries.

A COMING EMPIRE

Returning to Tampa and desiring to glimpse a region we have not heretofore visited, we motor east to Plant City, rail crossroads, thence northward to progressive Dade City at the lower end of Lake Pasadena, and on to Inverness on the shores of beautiful Tsalala-Apopka Lake, and to Dunnellon. Here we leave the car and take the train gulfward to Crystal River, rendezvous of sportsmen; thence to Homosassa on Homosassa Bay. Almost a century old, Homosassa stands in an empire of rapid development, with which it keeps pace.

The great bend of the Gulf Coast lies beyond, and we decide to explore it by boat. Leaving Homosassa we glide down its winding river edged by cabbage palms and hardwood hammocks, wind through coral-line islands and head up along the coastline.

We pass Cedar Key and the mouth of the Suwannee River. After passing into St. George Sound calling at Apalachicola, an important port, thence into St. Andrews Bay for a visit at the capital of this region, Panama City.

Up along the final curve of the Gulf we enter the East Pass of Santa Rosa Sound and for miles sail past Santa Rosa Island until we enter the superb harbor of Pensacola, founded by Tristan de Luna in 1558, metropolis and port of West Florida.

Its setting is ideal, with southern frontage four miles along the bayside, its eastern border along Bayou Texar, the western limits along Bayou Chico. We land and ascend Palafox Hill, more than a hundred feet high, to feast our eyes upon the matchless surrounding panorama of city and bays. Pensacola has lived under five different flags, and there are reminders of her romantic past entwined with the modern city of to-day.

This winter Florida has a new trunk rail route with the Frisco Line's entry into Pensacola, where this system is soon to open an artistic new station in the Spanish mission motif.

East of Pensacola there is a wooded region of 700 square miles included in the Florida National Forest.

West of Pensacola the Old Spanish Trail extends along the Gulf Coast to New Orleans. Before leaving the city we traverse it.

Omitting until later a description of this digression, as we are now on the subject of Florida, we go eastward from Pensacola over the famous pathway.

HIGHLANDS OF THE NORTH

De Funiak Springs bids us pause to admire its location, the town being built around a park-bordered, circular lake, formed by the sparkling chalybeate springs, which have given this town its fame.

Continuing, we are now on a high forested tableland which has made Walton County famous for its healthful climate.

We pause at Chipola, with its medicinal springs, and at Mariana, pleasantly located on the river of the same name. Through a lake region we enter Florida's capital, Tallahassee, topping a hill, and admire its old Colonial homes. From here a side trip takes us to beautiful Wakulla Springs.

Resuming the trip we arrive again at Lake City, where we turned south on our way to interior Florida, but now we continue on to our final destination, Jacksonville, the beginning of these Florida wanderings.

GULF RIVIERA

Our rambles through Florida have taken us to Pensacola. We have traversed the Old Spanish Trail across Florida. From Pensacola west it forms a magnificent highway along the Gulf coast of Alabama, Mississippi, and Louisiana to New Orleans. Thence it continues on to California, the only year-round transcontinental highway.

Pensacola itself is part of this delightful Gulf Coast Riviera, which a writer in *The Herald Tribune* aptly describes as "one of the lovely playways of the world. Over it hangs the glamor of a changeful, romantic past—memories of Vikings almost forgotten in a mist of tradition, of transplanted France and Spain, of England in her swash-buckling days, and the young United States venturing valiantly into a place among old nations.

"To-day green golf courses and smooth motor roads follow the trails of the Indians. Yachts and other pleasure craft cruise lightly over waters that were visited by pirates not so long ago. Beautiful homes and great hotels that look like the old palaces of the Moors, the inns of France, or the hospitable mansions of the early South, have grown up on the sites of the Indian wigwams.

"Charming cities with outflung lath-strings and scores of alluring sports wait for the visitor from the North. Almost every recreation under the sun is at its best along the Gulf coast."

WATERSIDE RESORTS

Mobile, "city of romance and treasured traditions," welcomes us, and we delight in its shaded avenues, fine homes, and magnificent bay.

We enter Pascagoula, "City of the Singing River," which borders this waterway, the current of which at certain seasons produces a crooning melody.

Westward our route takes us to Biloxi, where D'Iberville landed in 1699, and where French Louisiana once had its capital. The flags of five nations have flown over it and its history reads like a stirring romance. Here, at "Beauvoir," Jefferson Davis spent his last days. Now it is a golfer's paradise, with one thirty-six-hole and two eighteen-hole courses. Great hotels house a large winter colony.

Delightful waterside resorts follow in rapid succession. Notable among them Gulfport, shipping center and home of the Mississippi Coast Country Club; Pass Christian, rendezvous of society, "The Newport of the Gulf Coast," and across the bay the cottage colony of Bay St. Louis. At all these communities golf, motoring, fishing, and boating are favorite pastimes.

CRESCENT CITY

Across the new fifteen-mile bridge we approach captivating New Orleans. Great and growing is its commercial importance, but underlying this, as a writer in *The New York Times Book Review* tells us, is the romantic fact that: "Nowhere else can there be found just that mixture of the

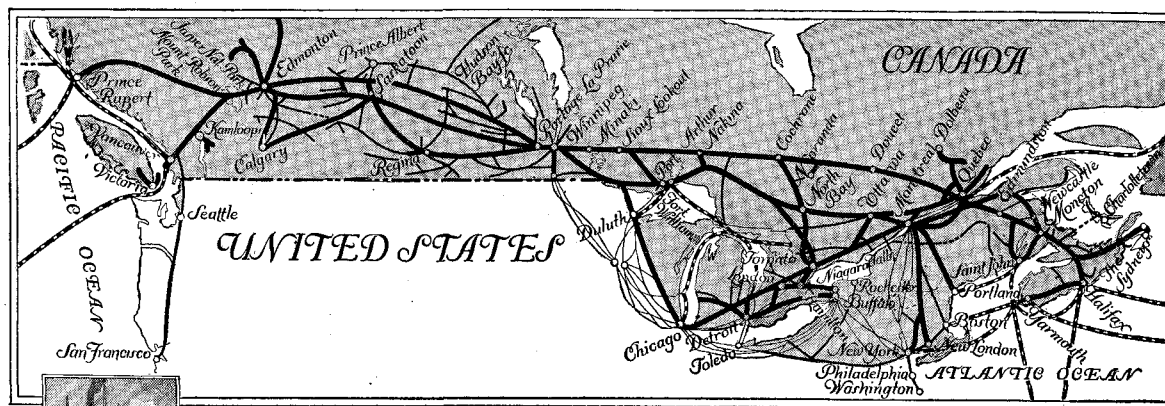
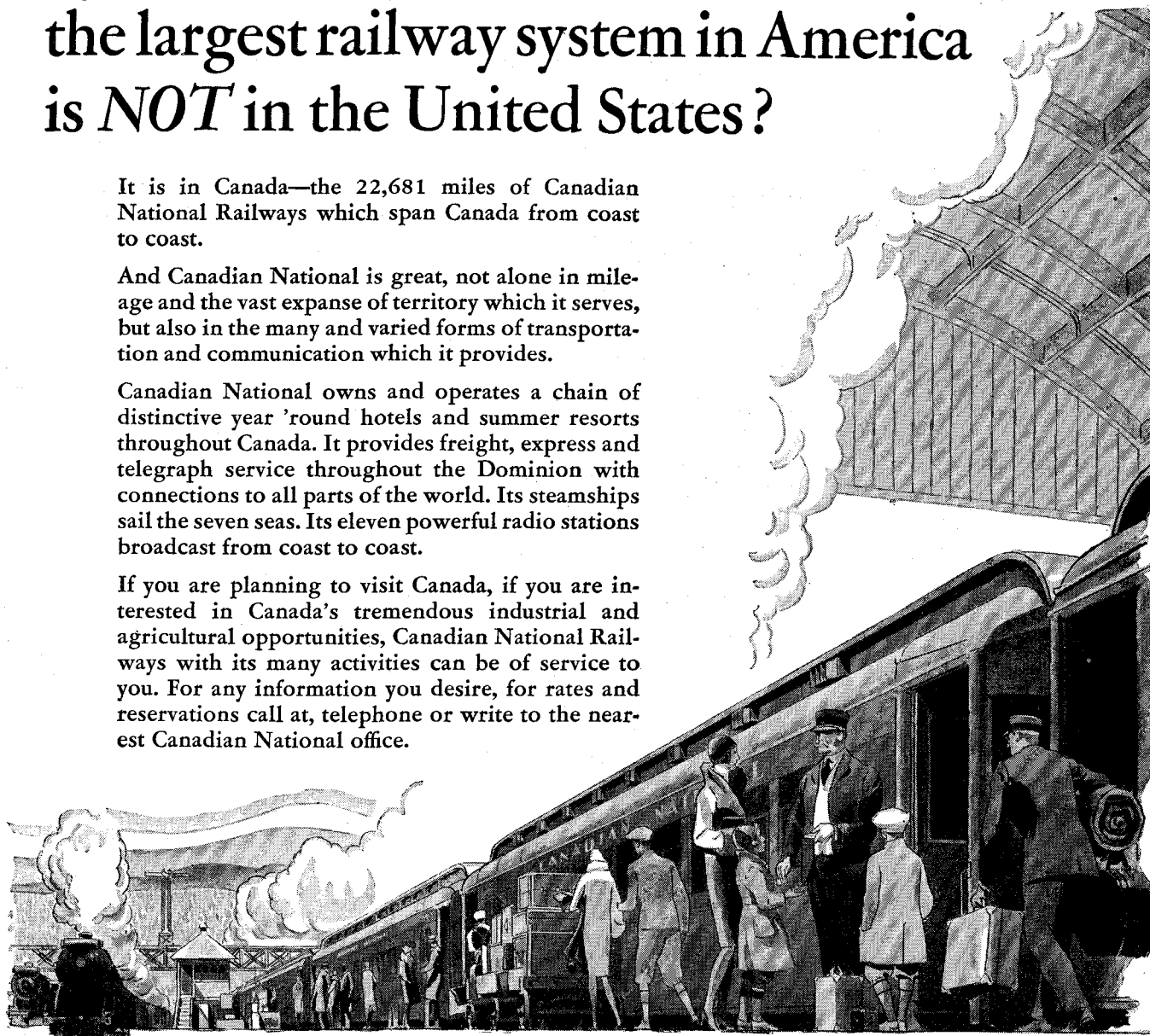
Do you know . . . the largest railway system in America is *NOT* in the United States?

It is in Canada—the 22,681 miles of Canadian National Railways which span Canada from coast to coast.

And Canadian National is great, not alone in mileage and the vast expanse of territory which it serves, but also in the many and varied forms of transportation and communication which it provides.

Canadian National owns and operates a chain of distinctive year 'round hotels and summer resorts throughout Canada. It provides freight, express and telegraph service throughout the Dominion with connections to all parts of the world. Its steamships sail the seven seas. Its eleven powerful radio stations broadcast from coast to coast.

If you are planning to visit Canada, if you are interested in Canada's tremendous industrial and agricultural opportunities, Canadian National Railways with its many activities can be of service to you. For any information you desire, for rates and reservations call at, telephone or write to the nearest Canadian National office.



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WINTER TRAVEL PLAY- GROUNDS—Continued

French and the Spanish which makes the Creole; nowhere else just that mixture of Creole, Italian, Negro, and mellowed American which makes the personality of New Orleans. Perhaps romance, like Pan, is dead—at least for this prosaic and literal-minded generation. Certainly the sentimental tourist, guide-book in hand, does

not reach the heart of Bienville's beloved metropolis."

We wander among unaccustomed scenes, through the Vieux Carré of the old town, "across the Canal" to the splendid shops of the modern city. Our meals are at unusual restaurants serving unusual dishes. At night the city is a-glitter with bewildering attractions.

From the Crescent City we follow the Mississippi Valley to historic Natchez and Vicksburg, thence to Memphis, where we board a Missouri Pacific train to the National Park of Central Arkansas.

THIS WINTER'S WEST INDIES CRUISES

<i>Leaving New York, Dec. 18</i> Hamburg-American Line S. S. RELIANCE Auspices Hamburg-American 16 Days' Cruise Including: Santo Domingo Jamaica Canal Zone Cuba	<i>Leaving New York, Jan. 7</i> Cunard Line S. S. SCYTHIA Auspices Cunard Line 17 Days' Cruise Including: Bahamas Cuba Canal Zone Jamaica Haiti	<i>Leaving New York, Jan. 5, Jan. 22, Feb. 7, 23, March 12, 28</i> Royal Mail S. S. ARAGUAYA Auspices Royal Mail Steam Packet Company 14 Days' Cruise Including: Bahamas Cuba Jamaica Haiti	<i>Leaving New York, Jan. 26, Feb. 16, and March 9, and alternate Saturdays thereafter</i> Holland-America Line S. S. VOLENDAM Auspices Holland-America Line 16-Day Cruises Including: Bermuda Jamaica Canal Zone Haiti Cuba Bahamas *Depending on the Cruise taken.	<i>Leave New York, every Saturday</i> United Fruit Company STEAMSHIPS FLEET Auspices United Fruit Company Costa Rica Cruises Havana Port Antonio Kingston Canal Zone Port Limon (22 days) Guatemala Cruises <i>Leave New York, fortnightly, Saturdays, for:</i> Santiago Kingston Puerto Castilla Tela Puerto Barrios (24 days) Honduras Cruises <i>Every Wednesday, from New Orleans, for:</i> Havana Puerto Castilla Honduras New Orleans Guatemala Cruises <i>From New Orleans, every Friday, for:</i> Puerto Barrios Guatemala City (10 days) Colombian Cruises <i>From New York, every Wednesday, for:</i> Kingston Canal Zone Cartagena Puerto Colombia Santa Marta (22 days) Panama Cruises <i>From New Orleans, for:</i> Havana Canal Zone Puerto Castilla (16 days) <i>New York to Bermuda Service, two sailings weekly, Wednesday and Saturday; voyages occupy 48 hours.</i> Furness Bermuda Line STEAMSHIPS FLEET <i>West Indies Service—New York to:</i> St. Thomas St. Croix St. Kitts Antigua Guadeloupe Dominica Martinique St. Lucia Barbados Trinidad Trinidad Service—New York to Grenada, Trinidad. Grace Line Steamers to West Coast South America call at Havana from each direction. Special tours between New York and Canal Zone via Havana are also offered by Grace Line.
<i>Leaving New York, Dec. 20</i> Cunard Line S. S. FRANCONIA Auspices Cunard Line 16 Days' Cruise Including: Haiti Jamaica Canal Zone Cuba Bahamas	<i>Leaving New York, Jan. 10 & Feb. 11</i> Canadian Pacific S. S. DUCHESS OF BEDFORD Auspices Canadian Pacific 29 Days' Cruise Including: Bermuda Porto Rico Martinique Barbados Trinidad La Guayra Colombia Canal Zone Jamaica Haiti Cuba Bahamas	<i>Leaving New York, Jan. 31, Feb. 25, March 16, April 6</i> Red Star Line S. S. LAPLAND Auspices Red Star Line 11 to 22-Day Cruises Selection of Itineraries Including: Mexico Canal Zone Bermuda Cuba Bahamas, etc. Munson Steamship Lines STEAMSHIP FLEET 12-Day Cruises <i>New York to:</i> Bahamas Cuba Miami fortnightly	<i>Leaving New York, Feb. 12</i> Holland-America Line S. S. VEENDAM Auspices Holland-America 29 Days' Cruise Including: Bahamas Cuba Jamaica Canal Zone Curacao La Guayra Trinidad Barbados Martinique St. Thomas Porto Rico Bermuda	
<i>Leaving New York, Dec. 22</i> Royal Mail S. S. ARAGUAYA Auspices Royal Mail Steam Packet Company 12 Days' Cruise Including: Cuba Bahamas Bermuda	<i>Leaving New York, Jan. 19 & Feb. 23</i> Cunard Line S. S. CALIFORNIA Auspices Cunard Line 31 Days' Cruise Including: Bahamas Cuba Haiti Jamaica Canal Zone Curacao La Guayra Trinidad Barbados Martinique Porto Rico Bermuda	<i>Leaving New York every Saturday</i> Ward Line STEAMSHIPS FLEET Auspices Ward Line 10 & 17-Day Cruises Havana Including four shore excursions. <i>Leaving New York, Dec. 27, Jan. 5, and weekly thereafter every Saturday</i> Cunard Line S. S. CARONIA Auspices Cunard Line 13-Day Cruises <i>New York to:</i> Havana Including shore excursions, hotel accommodations. <i>Leaving New York every Thursday</i> Porto Rico Line STEAMSHIPS FLEET Auspices New York and Porto Rico S.S. Company 11 Days' Cruise Porto Rico Including sight-seeing shore excursions. <i>Leaving New York, Dec. 8, 21, Jan. 5, 19, and alternate Saturdays thereafter</i> Furness Bermuda Line S. S. FORT ST. GEORGE Auspices Furness Bermuda Line Haiti Porto Rico Cuba	<i>North German Lloyd</i> S. S. COLUMBUS Auspices Raymond-Whitcomb 25-Day Cruises Porto Rico St. Thomas Martinique Barbados Trinidad La Guayra Curacao Canal Zone Jamaica Cuba Bahamas <i>New Service Southbound from Halifax</i> Canadian National Steamship Co. Bermuda St. Kitts Nevia Antigua Montserrat Dominica St. Lucia Barbados St. Vincent Grenada Trinidad Demerara Returning Northbound by same ports to St. John, N. B. Pacific Steam Navigation Company Independent Tours to Bermuda and Havana. Between New York and Bermuda by the Royal Mail Steam Packet Company or Furness Bermuda. Between Bermuda and Havana and between Havana and New York by Pacific Line Steamships.	
<i>Leaving New York, Dec. 22</i> Canadian Pacific S. S. DUCHESS OF BEDFORD Auspices Canadian Pacific 16 Days' Cruise Including: Jamaica Canal Zone Cuba Bahamas	<i>Leaving New York, Jan. 19 & Feb. 9</i> Swedish-American Line M. S. KUNGSHOLM Auspices Swedish-American Haiti Jamaica Canal Zone Cuba Bahamas	<i>Leaving New York, Jan. 19 & Feb. 23</i> Port: Porto Rico St. Thomas Martinique Barbados Trinidad La Guayra Curacao Canal Zone Jamaica Cuba Bahamas (27 days) <i>Leaving New York, March 27</i> Port: Haiti Jamaica Canal Zone Cuba Bahamas (16 days)	<i>Leaving New York, Jan. 5</i> Hamburg-American Line S. S. RELIANCE Auspices Hamburg-American 16 & 27-Day Cruises Including: Jamaica Canal Zone Cuba Bahamas (16 days) <i>Leaving New York, Jan. 24 & Feb. 23</i> Port: Porto Rico St. Thomas Martinique Barbados Trinidad La Guayra Curacao Canal Zone Jamaica Cuba Bahamas (27 days) <i>Leaving New York, March 27</i> Port: Haiti Jamaica Canal Zone Cuba Bahamas (16 days)	

OTHER SERVICES TO WEST INDIES, CANAL ZONE, AND SOUTH AMERICA

Between New York, Haiti and Canal Zone—Panama Railroad S. S. Line.
Between New Orleans, Cuba, Honduras, Mexico, Canal Zone, Nicaragua—Standard Fruit & S. S. Corp.
Between New Orleans, Cuba, Nicaragua, Mexico and Honduras—Cuyamel S. S. Company.
Between Tampa, Key West, Havana—Peninsula & Occidental S. S. Co.
Between New York and California calling en route at Havana—Panama Pacific Line; Dollar Steamship Line.
Between New York and South America—calling at Barbados, Lamport & Holt Line; calling at Havana, Pacific Steam Navigation Co.; and Grace Line, calling at Porto Rico, Red D. Line calling at Havana, world cruise steamships and South-America-Africa cruise ship listed in table elsewhere.

HOT SPRINGS

Through the forest trails of the Ozarks, before the coming of white men, moccasined feet trod toward the dwelling place of the "Great Spirit" where magic waters healed their ills. Later over these same trails trod the boots of Spanish explorers, led, it is believed, by the great De Soto. Wondrous tales they carried back to the Court of Spain of curative springs in the wilderness. Centuries later, we too come, by motor and Pullman, to these same hot springs of Arkansas.

Three dominating summits mark their location from afar—North Mountain, West Mountain, and Hot Springs Mountain. From the base of the last named, forty-six thermal springs gush forth each twenty-four hours almost a million gallons of curative waters; since earliest records this mighty outflow has gone on without fluctuation.

In 1832 Congress established 900 acres embracing the springs and surrounding mountain land as the daddy of all our National Parks. Hot Springs is headquarters also for the 660,000 acres of the Ouachita National Forest, and northward lies the Ozark National Forest.

Generations have come hither until the annual pilgrimage now numbers 300,000, and the Government has established here an Army and Navy Hospital.

We find Hot Springs City attractive in many ways and well supplied with comfortable and well-appointed hotels. Walking out Central Avenue, dividing line between the city proper and the Hot Springs National Park, we reach the excellently equipped bathhouses, all under direct government control, and experience medical baths in water warmed by Mother Earth. Varied forms of outdoor recreation make the region a delightful playground.

We may reach Hot Springs by the Missouri Pacific and the Rock Island Systems or by motor-car, it being on the coordinated system of motor-trunk routes designated the transcontinental "Broadway of America."

RAIL HIGHWAYS SOUTHWARD

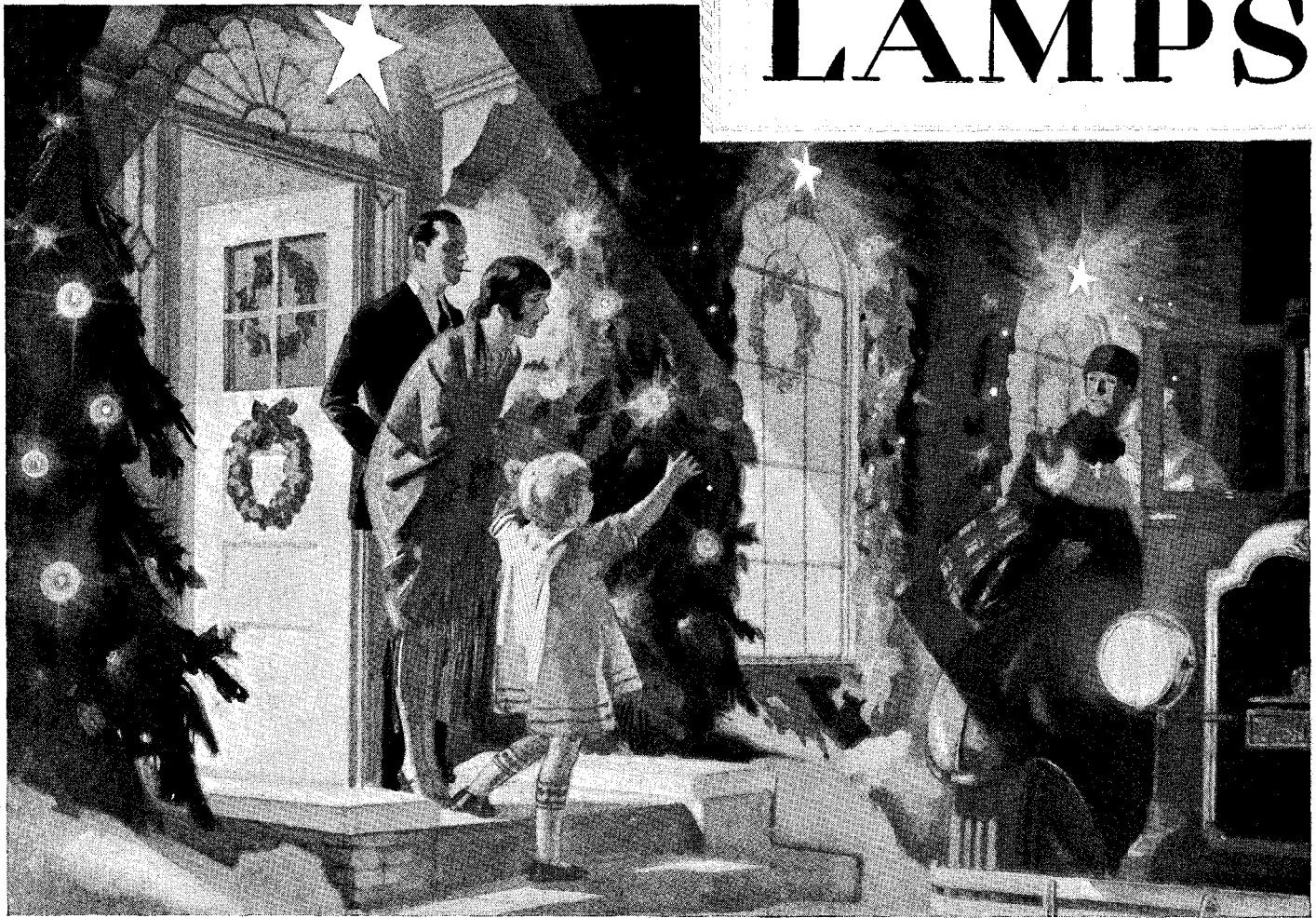
This great Southland which we have only partially glimpsed is brought vividly before the prospective visitor in picture and detailed description in the attractive literature of the rail routes intersecting its territory. These include: The Pennsylvania System carrying through trains from New York to be distributed over the Atlantic Coast Line; Seaboard Air Line, and Southern Railway; each intersecting the South and providing gateways to Florida. The Baltimore and Ohio System from New York, Philadelphia, Washington, through northern Dixieland regions; the Norfolk and Western Railway from the Virginia seaboard to the Blue Ridge region, extending westward to Cincinnati and Columbus, Ohio, with additional lines radiating north to Maryland and South to North Carolina and Tennessee; the Chesapeake and Ohio System through "The Cradle of the Nation" from Old Point Comfort, Williamsburg, and Richmond through the Blue Ridge across the Shenandoah Valley to Virginia Hot Springs and White Sulphur Springs, West Virginia in the Alleghenies, thence to Louisville, Cincinnati, and Chicago; the Florida East Coast Railway covering the entire Florida

NATIONAL



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LAMPS



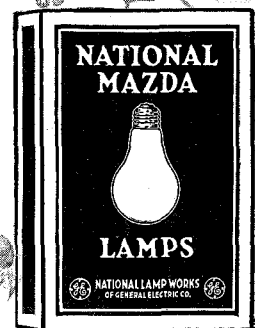
-turn night's gloom *into festive joy*

EACH passerby shares in the joyful spirit of this Christmas home. Light's radiant fingers reach out to clasp his hand and warm his heart.

Colorful MAZDA lamps of red and blue and green glow at the door. Within, their big brother National MAZDA lamps shine mellow as moonlight and bright as day. Friends come and go safely and comfortably in cars lighted and guided by MAZDA lamps.

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WINTER TRAVEL PLAY- GROUNDS—Continued

East Coast region between Jacksonville and Key West, with direct steamer connection there for Havana, and handling its own and numerous trains from East and North over other systems; the Louisville and Nashville System serving the Gulf coast and northern Florida; the Frisco Lines; Illinois Central; Chicago and Eastern Illinois; Missouri Pacific System; Southern Pacific System, etc.

BERMUDA TWO DAYS TO SUMMER

"Marvelous!" "Wonderful!" are the exclamations from those lining the ship's rail as we steam into the Bermuda fairyland. For several hours Gibbs Hill Light, rising nearly four hundred feet above ocean level, has marked our goal. And now the curtains of distance draw aside, revealing nature's painting.

In the foreground a sea, crystal-clear and opalescent, surrounds islands and islets, borders bays, inlets, and straits. In the background hills in every hue of green—dark green of cedars, golden green of palms and bananas, relieved by white houses and ribbons of roadways oleander-bordered. Above is azure, like the sky of the Riviera. And all about the temperature of the semi-tropics, an atmosphere balmy, caressing.

Is it real? Incredible that only forty-eight hours ago we left the blizzards and slush of New York but 700 miles distant.

Ashore we enter a bit of old England. Since 1612 the British colors have flown over the Bermudas, and history and romance have enriched its past. The government buildings at Hamilton, the ancient relics of St. Georges are stored with reminders of bygone days.

If we have come for restful recreation, it is here. The roar and rush of cities are forgotten in a land which has neither railway, motor-car, nor jostling crowds. "It is all so clean," many remark; no factories belching smoke, no polluted waters, no dirty streets.

Withal we find Bermuda a varied playground. We may golf on excellent courses, sail among the islands, play tennis, drive peacefully over the roads of five islands connected by bridges or causeways, bathe on sandy beaches or go out in glass-bottomed boats to view coral sea-gardens.

Note: Steamship services to West Indies and beyond are listed in tables elsewhere.

HO, FOR THE SPANISH MAIN!

Away from the Northern winter to the tropical isles and lands of romance; following the footsteps of Columbus, Ponce de Leon, De Soto; visiting haunts of pirates and buccaneers; seeing unusual people with picturesque customs; feasting upon delicious fruits; days of voyaging, miles of motoring through sublime scenery. These are winter travel lures to the West Indies and Caribbean. By special cruise and regular service, shiploads of tourists are booked for this year's unprecedented travel southward from the United States and Canada. Yesterday, too, a new West Indies service from Halifax was inaugurated by the sailing of the new S. S. *Lady Nelson* of the Canadian National Steamships, one of a brand-new fleet for the Canadian-West Indies trade. Let us then peep into some of these enchantments.

NASSAU RECREATIONS

We enter the harbor of Nassau, Island of New Providence, to find ourselves in a region of sunshine, tropical fruits and flowers with a winter climate between seventy and eighty degrees. In every direction the ocean is dotted with islands. Three thousand such coral formations are included in the Bahamas.

Nassau, their British capital, rising from

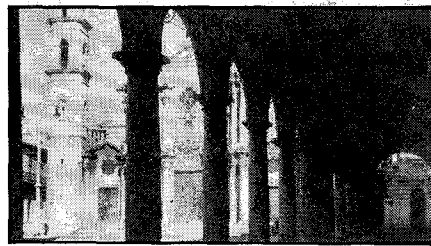
the coral strand, discloses the Governor's house, hotels and other structures amid dense foliage of coconut palms.

Ashore we have many diversions. Golf is available on a picturesque course fanned by sea breezes. Tennis-courts are numerous. After seeing the banyan tree under which "Blackbeard" held his councils, we go across to Hog Island, famous pirate rendezvous, for bathing on its beach. Eighteenth-century forts are visited and sea gardens viewed. To break away from the conventional we charter a schooner for a private cruise among the "out islands," off the steamship lanes, and find many of them just as they appeared from the decks of the Spanish caravels in October, 1492, when Columbus set foot upon Watling Island.

HAVANA IS THE VOGUE

Havana has become the winter travel vogue. The regular steamship lines to the Cuban capital are being booked to capacity. Additions to the fleets are being made. New York to California and New York to South America lines, together with argosies of West Indies cruise ships, are pouring visitors into this gay city. Even the limited trains from the north to Key West, ninety miles away, are being named after it.

We join the throng and one day pass into the harbor abreast the grim walls of Morro



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HAVANA'S ANCIENT CATHEDRAL

Castle, stained by powder and blood for the past three centuries. Ashore we find vivid contrasts.

The glitter of the Prado, the shops of O'Reilly and Obispo Streets, the gaming Casino, modern hotels, and famous country clubs outside the city, typify the modern capital in its Spanish setting. Havana's popularity is in large degree due to her ability to provide entertainment in a wide range of amusements, and all amid unusual surroundings.

Beyond the city, Cuba has much to attract the tourist. Nature has endowed her richly. About half the island is forested. Precious woods and all the flora of the tropics are to be seen, together with vast sugar and tobacco plantations.

A trip through the center of the island to historic Santiago de Cuba discloses a constant panorama of tropical scenery, culminating in the Sierra Maestra Mountains, whose highest elevation reaches more than 8,000 feet.

Besides this tour the scenic beauties of Pinar del Rio and Matanzas, with its Yumuri Valley—"The Vale of Paradise"—and Caves of Bellamar easily reached from Havana, should not be omitted from the Cuban itinerary.

All points on the Island are reached by the United Railways of Havana or the Cuba Railroad, and various steamship routes are listed elsewhere.

IN THE KING'S DOMAIN OF JAMAICA

Long before we steam into Kingston Harbor a towering mountain, rising on the horizon, has marked the approach of Jamaica. Blue Mountain, whose summit is more than 7,000 feet high, is one of the loftiest sentinels of the West Indies.

Three centuries ago many a freebooter laid his course toward it. Under these very waters of Kingston Harbor lie the ruins of iniquitous Port Royal, rendezvous of pirates and buccaneers; the city sunk during a

cataclysm of nature, June 6, 1692. Fathoms below the water's surface we may still see its ancient buildings.

Kingston is the base for numerous attractive trips about the island by train, or by motor over some of the island's two thousand miles of surfaced roads. Five miles away is the imposing Kings House, residence of the Governor-General. Hope and Castleton Gardens include the most elaborate exhibits of tropical flora to be found in the British Dominions. A wondrous trip to Blue Mountain peak lifts us through several temperature zones. A one-hundred-mile trip to Montego Bay, on the northwest end of the island, gives us a close-up of the heart of Jamaica. Port Antonio on the North Coast, with its sumptuous hotel, provides an ideal winter vacation center.

Cricket, golf, horseback trips, motoring, fishing, sailing, bathing and other outdoor amusements are among Jamaica's entertainments.

FOLLOWING COLUMBUS'S FOOTSTEPS

Eastward the ship heads from Jamaica to Port au Prince, entrance to Haiti, the "Black Republic," one of the strangest and most unusual countries of the Greater Antilles. Here we visit the citadel and palace at Milo, built on a sheer rock 3,000 feet high.

Adjoining Haiti is Santo Domingo, since 1916 under protectorate of the United States. Memories of Columbus cling about Santo Domingo City. It is claimed that the discoverer's bones repose in the cathedral. We visit the Columbus Castle, built in 1509, ramble among other historic buildings, and visit the caves of Santa Anna.

WITH UNCLE SAM IN PORTO RICO

In order to see all of the United States dominion in the West Indies, we must also visit Porto Rico. No other island of the Archipelago is richer in romantic history. Few others have finer scenery or more interesting people.

Columbus discovered it on his second voyage, with Juan Ponce de Leon, landing at the present site of Aguadilla. The United States is developing it beyond the dreams of the Spanish colonists.

Our entrance to San Juan Harbor impresses us with the island's past. Here rise the grim walls of the Citadel El Morro, built in 1584. Connected with the fortress is Castle Cristobal. Solid shot from Dutch and English men-o'-war have dented their walls in battles of long ago.

Ashore we pass through the city gates and wander through the walled city, where the sixteenth century mingles with the twentieth in vivid contrast, "the oldest and quaintest possession of the United States."

Beyond the city's walls is additional charm. We come in contact with a light-hearted, hospitable, courteous people, passionately fond of music and loving the Spanish dances and fiestas. We see some of America's 2,500 schoolhouses on the island, where only one existed when the United States assumed rule.

Through wild and beautiful mountain scenery we motor over the 1,400 miles of excellent roads, including the superb military highway built by Spain from one end of the island to the other, and reluctantly leave this entertaining little country.

TO ISLES UNUSUAL

To enjoy a feast of unusual travel we set forth upon a voyage among the Lesser Antilles. In formation they resemble a great horseshoe, beginning at the eastern tip of Porto Rico, curving southward, then bending westward along the Venezuelan coast. The first half of this horseshoe is designated the Leeward Islands; the second half, the Windward Islands.

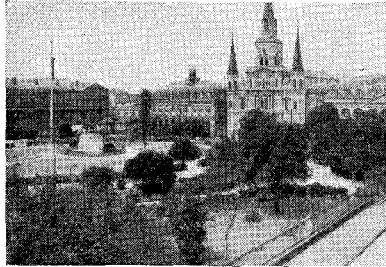
They form the outposts of four nations—American, British, French, and Dutch. Thus their peoples and towns afford startling variety. In scenery, too, they are as varied.

Our voyage is over the courses and to the

A Short and Delightful Ride to America's Most Interesting City from

the

GULF COAST



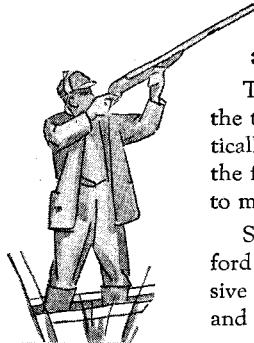
When you are planning your winter vacation trip, remember that the Gulf Coast, which is so quickly and comfortably reached by splendid trains over the Louisville & Nashville Rail-

road, is just a few hours' ride into New Orleans—a tourist city of unequalled charm and interest—and to those other historically fascinating old-world cities of Mobile and Pensacola.

Play on the Gulf Coast, whatever form of recreation you enjoy most—boating, motoring, horseback riding, tennis, hunting, fishing, golf at its very finest—then break your play by a visit to New Orleans, or to Mobile or Pensacola. Splendid trains at all hours of the day, with low round-trip rates and convenient times of arrival and departure.

The Gulf Coast is a land of sunshine and flowers, where the temperature averages above 50° and rainy days are practically unknown. A splendid place for rest and recuperation, the fresh salt breezes and the pine-laden ozone combining to make this one of the world's most healthful sections.

Splendid hotels, boarding houses, lodges, and camps afford every type of accommodation, from the most inexpensive to the most luxurious. And just now, quail shooting and duck hunting are at their finest, while the fishermen



are reaping a harvest from the green trout, the red fish, and the sheephead to the "Silver King."

Write today for complete information about this wonderful winter vacation land. R. D. Pusey, General Passenger Agent, Louisville & Nashville Railroad, Room 320-B, 9th and Broadway, Louisville, Ky., will send you complete booklet and information about how to reach the Gulf Coast on trains of hotel completeness.



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AFTER five years' research, two scientists discovered that small doses of sodium nitrite diminished the intensity of the responses of the vestibular nerve.

Believing that seasickness was largely caused by overstimulation of this nerve, they used sodium nitrite and met with success. Their work was reported in the *Journal of the American Medical Association*, April 14, 1928.

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ESKAY'S TABLETS are extremely effective in relieving seasickness, especially in its early stages, but their most striking benefit lies in their power to *prevent* the onset of this dread affliction if taken immediately before sailing. They are easy to take and produce no unpleasant after-effects.

If your own local druggist does not yet carry Eskay's Tablets for Seasickness, either ask him to obtain them from his wholesaler, which he can do in a day or so, or send your order direct to us with a dollar bill, using the coupon below. We will send you postpaid the regular dollar size package of twenty-four tablets.

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WINTER TRAVEL PLAY- GROUNDS—Continued

strongholds of the pirates and buccaneers of the Spanish Main. Romance and stirring history attend the way.

THE VIRGINS—OUTPOSTS OF THE U. S.

St. Thomas, first port of call, discloses a city of white houses and red roofs facing an exquisite palm-fringed harbor. The Stars and Stripes proclaims headquarters of the Virgin Islands. St. Thomas Island is mountainous, but St. Croix, its neighbor, is a region of plantations viewed from a good motor road across the island from Fredericksted to Christiansted. An objective at St. Thomas is Blackbeard's Castle of pirate fame.

VISITING BRIMSTONE HALL

Turning southward, we steam past Saba and St. Eustatius to our next port, Basse Terre, of British St. Kitts. Historic Brimstone Hall, once "Gibraltar of the West," now peopled by wild monkeys, is a tourist attraction.

BIRTHPLACE OF HAMILTON, NELSON

Eleven miles from St. Kitts, little Nevis, only fifty square miles in area, is big in renown as the birthplace of famous men, including Alexander Hamilton and Admiral Lord Nelson. Landing at Charleston, we visit the Hot Springs and Sulphur Baths, once ranked as one of the world's famous resorts.

MOTORING THROUGH THE TROPICS

A few hours beyond Nevis another outpost of Britain comes into view, and we go ashore at St. Johns for motor drives around Antigua.

SPEAKING THE BROGUE OF ERIN

The British colors flying from Plymouth welcome us to the tiny isle of Montserrat of lime-juice fame. Roaming among its historic scenes we are startled to hear the natives speaking with Irish brogue, this language having endured since Irishmen came to "The Emerald Isle of the West" in the seventeenth century.

A TOWN OF FRANCE

Next in the island chain comes the French Colony of Guadeloupe, and we find Pointe-à-Pitre a typical French town.

WHERE JOSEPHINE LIVED

Six hours' steaming from this harbor brings us to the rare mountain scenery of British Dominica, and then on to Fort de France for a visit to French Martinique. Here we are reminded of the birthplace of Josephine Tascher de la Pagerie, who became Napoleon's wife and the Empress of France.

QUAINT COALING AT ST. LUCIA

After we leave this corner of French dominion, the Pitons, two impressive peaks rising sheer from the sea, three thousand feet, mark our approach to St. Lucia, under British control. A quaint scene is that of natives carrying coal aboard the ship in baskets perched upon their heads, as we remain at anchor in Castries Harbor.

GLIMPSE ENGLAND AT BRIDGETOWN

Very modern we find our next port of call, Bridgetown, in Barbados, a land of sunshine and romance. Yachting, racing, golf, and tennis are popular forms of recreation in this charming winter playground.

THROUGH DRAGON'S MOUTH TO TRINIDAD

Heading southward again, the ship enters the Dragon's Mouth, resembling a fiord, and we approach Port of Spain, Trinidad. Over this cosmopolitan city flies the flag of England. Interior scenery is delightful, and the famous Pitch Lake an objective of all visitors.

ROBINSON CRUSOE'S ISLAND

Twenty miles northward lies Tobago, a garden spot in the Caribbees, said to be Robinson Crusoe's actual island. Scarborough, its capital, reminds us that this is British Crown Land.

UNDER THE FLAG OF HOLLAND

Westward, under Dutch control, the coral island of Curaçao is reached at Willemsted, in whose streets we hear the strange Papiamentto language, a hodge-podge of Spanish, Dutch, English, and African.

A DIZZY RIDE IN VENEZUELA

A short voyage from Curaçao brings us to the mainland harbor of La Guayra, port of Caracas, capital of Venezuela. We are thrilled by the railway trip, zig-zagging twenty-three miles through the mountains, in which an altitude of 3,000 feet is attained.

TO CARIBBEAN LANDS

Caribbean lands lure us westward. At the mouth of the Manzanares River, in Colombia, we enter the harbor of Santa Marta, four centuries old. Here lived Bolivar, great liberator. While the ship is loading bananas we visit his historic home.

HOME OF BOLIVAR

Beyond Santa Marta the Magdalena River meets the sea. We disembark at Puerto Colombia to board the train for Barranquilla, gateway to Bogotá. An airplane whisks us up over the mountains to the capital. We find Bogotá perched on the great tableland of Colombia, 8,500 feet in elevation, its cool climate calling for top-coats. Strolling around the Plaza Bolivar, we find it a typically Spanish city, mountain-surrounded. Public buildings, university, and cathedral provide interesting sightseeing. Seventeen miles beyond we visit the inspiring falls of Tequendama. In a forested amphitheater their foaming waters have a sheer drop of 443 feet.

MELODRAMATIC CARTAGENA

Returning to Puerto Colombia, we steam on to a city whose story is thrilling melodrama. Through the Boca Chica Pass we enter the harbor of Cartagena, objective of pirates and invading fleets. On either side frown the grim forts whose walls were stormed by Drake. To starboard, Fort San José; to port, Fort San Fernando, on Terra Bomba Isle; beyond, the white buildings of Cartagena, all presenting much the same picture as when Sir Henry Morgan and Admiral Drake saw them. At Drake's Spit, where the British land attack of 1585 began, we disembark for fascinating hours in the city and its forts.

SEEING THE BIG DITCH

From Cartagena we head for the Canal Zone, to be thrilled by the world's most stupendous engineering achievement. At Cristobal and Ancon we find excellent hotels at which to stay while visiting surrounding scenes. The Canal itself, from Cristobal to Balboa, is of absorbing interest. Then Panama City, with its stately cathedral and ruins of the ancient town, a few miles distant, is not to be omitted.

Central America calls us on. One hundred and sixty miles from Colon we arrive at Bocas del Toro, where tons of bananas are put into the ship's hold.

A GLIMPSE OF SPAIN

Then on, along the coast of Costa Rica, to Port Limon for an absorbing rail trip up through a tropical mountainland to San José, breathing the very spirit of Spain. We attend a performance at the million-dollar opera house, inspect the museum, see the government buildings, and reluctantly return to our ship.

MYSTERIOUS RUINS

Now the course is northward toward Honduras. At Tela and at Puerto Cortez

A TRIUMPH of American industry

Rich man's car brought within reach of general public by magic of quantity production

THERE is no finer example of what mass production can accomplish than the present low prices of the *patented* Knight double sleeve-valve engine.

Fifteen years ago this superior power plant was used only in the most costly European motor cars.

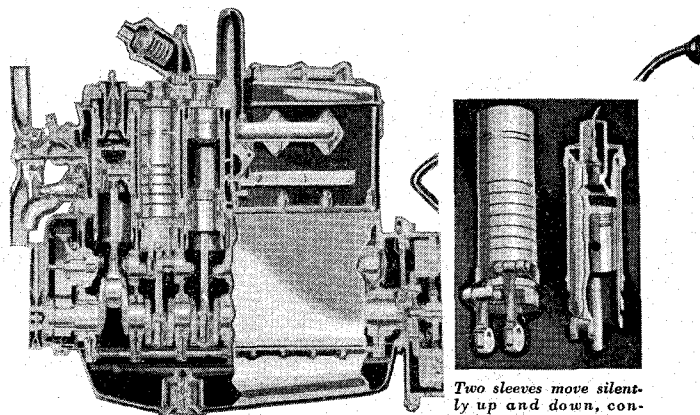
John N. Willys was the first to discern the possibilities of the Knight engine in a popular-priced automobile. He brought it to America and through Willys-Overland's great resources introduced it at a lower price than had ever before been thought possible.

But the Willys-Knight, while medium-priced, was not yet *low-priced*—and John N. Willys felt that so superior an engine should be placed within reach of the majority of American motorists.

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And this year, through constant improvements in manufacturing and engineering methods, through large scale production and increasing sales, Willys-Knight has at last broken down the price barrier—and hundreds of thousands of enthusiastic motorists now enjoy the smoothness, power, economy and increasing efficiency which are possible with no other type of engine.

The Knight engine has no complicated valve mechanism. In each cylinder, two sliding metal sleeves combine with the spherical cylinder head to form a perfectly sealed combustion chamber. As a result, the Knight engine gives high uniform compression with any gas.

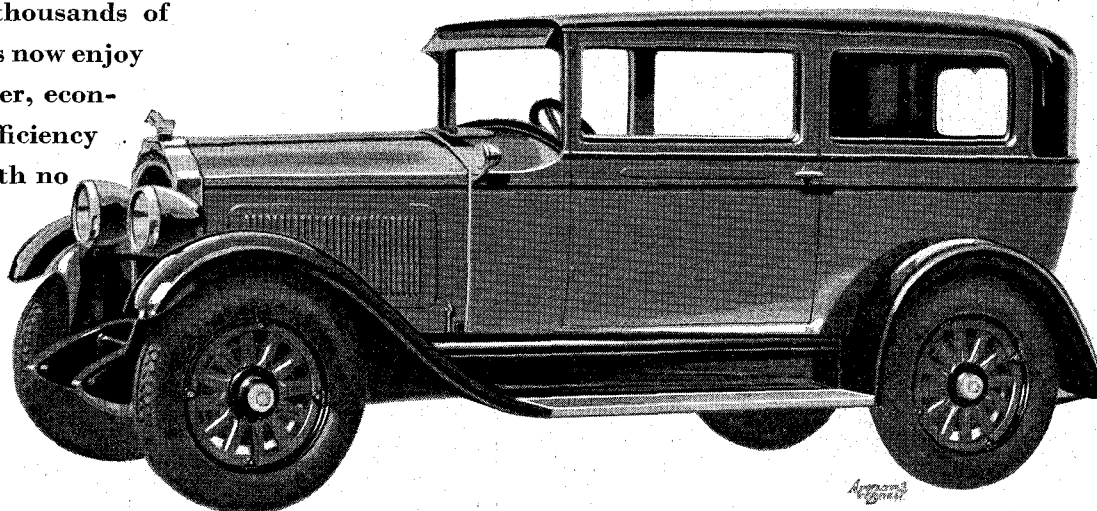


Two sleeves move silently up and down, controlling the intake and outlet of gasoline vapor.

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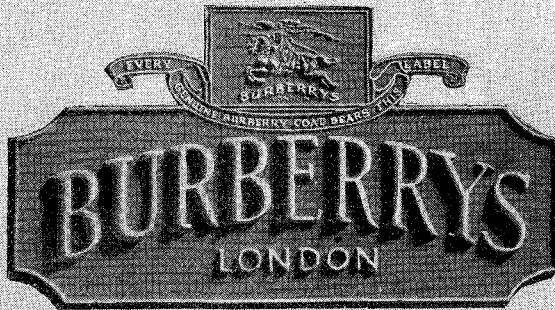
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WINTER TRAVEL PLAY-
GROUNDS—Continued

tropical fruits are taken on, and next we sail into the land-locked gulf of Puerto Barrios. From here there is the wonder-trip to the prehistoric Maya ruins, their temples and monoliths rising weirdly among the dense vegetation. Up the calm waters of the Rio Dulce we visit also ancient Spanish forts. By rail through marvelous scenery we visit Antigua, the ancient capital.

BRITISH MAHOGANY

Finally the voyage brings us to Belize, British Honduras, where the riches of the interior, including mahogany and fruits, are added to our cargo.

WEST-COAST GATEWAYS

President-elect Hoover's good-will calls at Central American countries, en route to South America, have served to call attention to west-coast gateways to these lands.

From San José the railway leads us up through the mountains of Guatemala to its capital, Guatemala City.

Southward on the Gulf of Fonseca on an islanded harbor are Amapala and La Union, centers of trade for Central America, the former Pacific gateway to Honduras, the latter an approach to Salvador.

Among Nicaragua's outlets to the Pacific Coast is Corinto, port and terminus of the railway to Managua, the capital.

From Puntarenas, Costa Rica, a railway leads us to San José, the capital.

SOUTH AMERICA, "LAND OF
AMAZEMENT"

We have come down through the Caribbean, leaving the cold of northern winter far astern. Here at the Canal Zone it is hard to believe that a blizzard may be raging in New York. From Cristobal to its Pacific entrance this canal engineering masterpiece, by which the hand of man has severed two continents, captures our interest and imagination. The passage from ocean to ocean is enthralling.

And now, steaming out upon the Pacific, our wake draws a white line away from Balboa. The travel adventure to our sister continent has begun. We have left winter behind and are entering the South American summer season.

TOWARD THE SOUTHERN CROSS

The equator is crossed with traditional ceremonies. Southward in the night-sky gleams the Southern Cross, leading us on toward "The Land of Amazement."

Thus the early explorers designated it. To-day the description still holds good, and we may add another—"The Land of Contrasts." For here we are to see the prehistoric and the ultra-modern—Indians in gay habiliments and women displaying the latest Paris modes; remains of ancient civilizations and superb twentieth-century cities; stupendous mountain scenery and vast prairies.

President-elect Hoover's trip around South America will call conspicuous attention to these characteristics. As Alexander P. Moore, Ambassador to Lima, Peru, said the other day: "It is the greatest thing that ever happened to both Americas."

"It will enable the world to get an impressive view of South American cultures and civilization, because of the wide publicity which will be given all activities connected with the visit of Mr. Hoover."

"His visits to various South American countries will give the United States the best picture it ever had of South America. It will teach the people of the United States things they never knew before, and likewise, as a representative of the United States, Mr. Hoover will show the American brothers below the equator something of our spirit and desires to be helpful."

Among our people it will inevitably

result in stimulating still further the present increasing volume of tourist travel to the lands south of the equator. Let us then glimpse some of them.

As if to whet expectation the keener, after leaving Panama we pass for a time beyond vision of the coast line. Near the northern boundary of Peru we approach the shore, and beyond have our first view of the great rampart of the Andes.

IN THE FOOTSTEPS OF PIZARRO

A harbor animate with shipping is entered, and we set foot upon South American soil at Callao. All along this West Coast are ports serving as gateways to inland wonders. So at Callao we climb into an electric car which whisks us along the banks of the Rimac River to historic Lima, "City of the Kings," founded by Francisco Pizarro in 1535.



Copyright, E. M. Newman. Courtesy of the Grace Line.

TEMPLE OF THE SUN, CUZCO, PERU

Our steps turn toward the historic Plaza de Armas. Here we enter the dual-towered gray stone cathedral, earliest erected in South America. Its solid silver altar, its richly carved chancel, its paintings, old books and other treasures are of absorbing interest. Leaving this structure we admire the colonial architecture of the Torre Tagle Palace; the three-and-a-half-century-old Senate House, where once sat the Inquisition Court; San Marcos University, one of the oldest in the Americas, and the National Museum, visualizing to us the arts and crafts of the Inca civilization.

Leaving Lima and boarding the ship at Callao, the voyage southward is resumed to Mollendo, where we again debark for possibly the most fascinating inland excursion of the West Coast.

WHERE GLEAMED THE TEMPLE OF THE SUN

With eager anticipations we board the Southern Railway of Peru train and roll up through the constantly rising Desert of Islay to Arequipa, 8,000 feet above the sea. Here a day or so of sight-seeing accustoms us to high altitude, and we resume the rail climb, attaining a maximum elevation of 14,600 feet and stopping over night at Juliaca, where the line forks in two directions.

Next day we take the division that leads us to Cuzco, ancient Inca capital. On shipboard we have reread our Prescott and are primed for our visit to the scenes of Pizarro's invasion.

Climbing from the city to the Throne of the Incas, we sit upon its rocky eminence, vivid reminder of the drama and tragedy of the past.

Yonder stood the Temple of the Sun, its roof gold-plated, its cornice of solid gold, its walls sparkling with uncountable jewels. The building has been despoiled of its riches, but the great foundation stones still endure.

Beyond rise the massive walls of Saqsahuaman, one of the world's wonders and mysteries. Long before the Spanish invasion, the Incas fashioned this mighty fortress for defense from a race unknown to us. We look upon the despoiled remainders of Inca civilization and rejoice that the yoke of oppression was thrown off at Ayacucho in 1824.

Deeply impressed with its visions of the past, we leave Cuzco, going back to Juliaca, from which point the train takes us to the Peruvian port of Puno on the shores of Lake Titicaca.

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the Same
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Even More Days of Bright Sunshine

December and June show little difference in the scenic beauty of the Pikes Peak Region. Winter months are the driest of the year—snows infrequent and light.

A year ago this month the eight days starting with Christmas Eve saw the thermometer reach an average of 52 degrees. Five of those days had 74% of possible bright, warm sunshine. New Year's Eve, when the severe cold snap hit the entire country, there was no accompanying snow in the Pikes Peak Region.

And last December matched a thirty-year average. It's such weather that gives one a new idea of what winter can be—holds comfort and cheerfulness for those who want or need outdoor living—makes the Pikes Peak Region the healthful, pleasant place to live the year around.

Booklets about this Region—about "Winning Health"; "100 Winter Days"; about the city; information about free side trips and stopovers granted any time—sent on request to

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Here we board a well-appointed steamer for an overnight sail on the highest navigable lake in the world, 12,500 feet above the sea. Numerous islands and surrounding mountains give scenic charm to this trip, while added interest is afforded by Indians paddling their balsa boats, and by the wild life, including brilliant-hued flamingos.

All too quickly the voyage ends at Guaqui, Bolivia. Here the boat-train takes us on and down a mountain-walled basin, 500 feet deep, in which are spread out the roof-tops of La Paz, Bolivian capital, watched over by the snowy summit of Illimani, 20,000 feet high.



Courtesy of the Grace Line

SEASHORE PROMENADE MAR DEL PLATO

Motor sight-seeing tours make our visit to La Paz pass quickly. Then we must decide how to continue.

From La Paz we may take the new transcontinental rail route to Buenos Aires, a three-and-one-half-days journey, but this eliminates the southern West Coast and Transandine trip. So, having the time, we decide to return to our steamship again.

Two routes from La Paz to the Coast are optional. By the shorter we may rejoin the vessel at Arica, by the longer we join her at Antofagasta. We decide on the latter and enjoy a two-days' rail journey through consummate mountain scenery.

CITIES AND SCENIC GEMS OF CHILE

Now we depart along the rugged Chilean coast on the last leg of the West Coast trip, which brings us alongside the docks of Valparaiso. Ashore escalators lift us from the old town to the heights of the modern city. Here a vast panorama of ocean and surrounding interior regions unfolds. Everybody visits Vina del Mar, with its stately residential districts, race-course, clubs, etc.

Then we are off into the interior on a three-hours' rail trip to Santiago, the superb capital city of Chile. Motor trips over its flower-bordered boulevards; visits to its magnificent public buildings and Municipal Theater occupy our time.

From Santiago we enjoy a nine-days' tour to the incomparable Chilean Lakes region, a rare combination of rail, motor, and boat travel amid lakes, waterfalls, and mountains.

OVER THE TRANSANDINE

Returning to Santiago, we depart for the thrilling Transandine trip. A rail ride of two hours brings us to Los Andes, where we board the Transandine Railway train. For 155 miles it takes us through the heart of the Andes, through canyons, past cataracts, up and up to the Continental Divide, 10,512 feet above the sea, then down the eastern slopes to Mendoza, where we board the Argentine train for Buenos Aires.

"B. A." THE MAGNIFICENT

What a transition from Lima or Cuzco this brilliant capital of Argentina! We stroll along the Avenida de Mayo, feasting our eyes upon block after block of handsome shops, many of them branches of

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FOR a winter of rare delight, come down to beautiful Clearwater, "Where It's Springtime All the Time"... Sunny, outdoor days. All sorts of sport. Golf on four courses within a 3-mile radius, and a dozen other courses less than an hour away. Fishing, boating, swimming, roque, tennis, lawn bowling, shuffleboard, and all the rest. A diversity of entertainment. Ample accommodations at moderate rates. For souvenir booklet in color, write G. E. Ransom, Sec'y Chamber of Commerce, Clearwater, Florida.



Where Life Goes Along Like a Song

IN ORLANDO, "The City Beautiful," joy and laughter, friendliness and hospitality are intermingled, and beauty is enshrined. Palms and flowers, lakes and live-oaks, charming homes and stately public buildings make enchanting scenes. And there's always something to do, something to see and enjoy. Varied sport and entertainment. Population 35,000. Municipal airport. Excellent accommodations. Booklet. Chamber of Commerce, 203 Chamber of Commerce Building.

ORLANDO—Florida

MEDITERRANEAN Cruise ss "Transylvania" sailing Jan. 30

Clark's 25th cruise, 66 days, including Madeira, Canary Islands, Casablanca, Rabat, Capital of Morocco, Spain, Algiers, Malta, Athens, Constantinople, 15 days Palestine and Egypt, Italy, Riviera, Cherbourg (Paris). Includes hotels, guides, motors, etc.

Norway-Mediterranean, June 29, 1929; \$600 up

FRANK C. CLARK, Times Bldg., N. Y.

STANDARD DICTIONARY superiority quickly becomes plain to the man or woman who investigates.

world-famous Paris emporiums. We join in the afternoon parade of fashion passing to and fro along "Florida"—miles of glistering, expensive motor-cars. We attend the opera and the races and agree that here indeed beyond our dreams is the city magnificent.

An overnight steamer carries us across the River Plata to Montevideo, the city of roses and broad bathing beaches.

Here we board the East Coast steamer on the way home. But many travel experiences lie ahead. There is a call at Santos, which pours its coffee into the world's markets. At Santos there is a short rail trip inward to Sao Paulo, capital of Brazil, a city of charm in delightful climate.

RIO EN FETE

We have entered and admired numerous harbors, but that which follows Santos beggars description. Between towering mountains rising sheer from the sea, the inner shore line curving in a huge arc, discloses Rio Janeiro. Along the water extends the Avenida Rio Branco, flower and palm-lined, and sparkling under a myriad lights by night. What a city! Mosaic sidewalks, cafés under awnings—just like the "Boul' Mich' in Paris itself; shops stuffed with precious stones and the latest fashions.

February in Rio! The Mardi Gras is on. The city is *en fête*. The carnivals of Nice and Monte Carlo pale in comparison.

During this carnival season, February 9 to 12, all Brazil gives itself up to nonsense, and festivals of every description take place throughout the country. Rio is filled with thousands of people who don fancy costumes and parade the streets, indulging in carefree hilarity. Every afternoon and evening, until past midnight there is a battle of confetti and paper streamers, while endless lines of automobiles, many gaily decorated, file along the principal avenues, bearing loads of passengers in elaborate costumes. Good feeling and good humor prevail on all sides, and the crowds are orderly and well behaved. On the fourth day a splendid procession passes through the streets, every variety of costume being worn, and many clubs participating. There are numerous bands and wonderful allegorical floats.

There are also excursions by cog-wheel to the dizzy heights of Corcovado (punch bowl) Peak; a trip up Sugar Loaf by aerial cable car, and a run out to Petropolis, the fashionable summer capital of Brazil.

Then comes a day when we sail away carrying with us an endless variety of memories. No wonder tourist travel to South America is increasing in such volume as to require more and bigger ships!

THE SOUTH-WEST—OUR OUTDOOR MUSEUM

America's South-west provides us with a vast outdoor museum thousands of miles in extent. Visiting it, we gaze upon remains of civilizations that rose and fell in this land in eons past. Ages before the Egyptian Kings were laid in their tombs, the Stone Man roamed over these mesas and through these canyons. From the mysterious past of prehistoric races emerged later peoples—the Indians—followed by the Spaniards and the American pioneers. Each has left its imprint in rock or edifice.

In the same region Nature has carved and painted her most stupendous masterpieces and thrown over all an appealing winter climate. Is anything more needed to urge us thither?

HISTORIC TRAILS

Into this South-west lead historic trails, for centuries the pathways of its successive civilizations. To-day by train or motor-coach we travel over these identical ways to the treasure-chests of Texas, New Mexico, Arizona.

Southernmost is the steel highway of the "Sunset Route" provided by the Southern Pacific System between New Orleans and California. Its infinite variety of scene

begins to impress us from the very beginning.

We have arrived at the Crescent City by direct steamship from New York, or by connecting rail systems, and have browsed around this fascinating old town, whose sights are described elsewhere in these pages.

Then we climb on board the "Sunset Limited," make use of the huge train-ferry across the broad waters of the Mississippi to its western bank, thence roll through rice and sugar plantations, across bayous and through forests of live-oaks, moss-draped.

HUSTLING TEXAS CITIES

This being a leisurely trip, we must include all the high spots on or adjacent to the route. Houston is the first of these. Through her enterprise and energy she has brought ocean shipping to her doors from the sea through a ship-canal, which is typical of her progressive spirit.

From Houston we diverge southward to imposing Galveston, teeming with industry, its docks lined by ocean ships, and its giant sea-wall commanding a superb outlook. Sylvan Beach, its Gulf resort, and numerous parks afford recreation.

INSPIRING DALLAS

From Houston a digression northward brings us to Dallas, strategically located as the distribution and financial center of the fast-growing South-west and ranking high among the major commercial cities of the nation. It must be indeed ranked as a metropolis. Spires of beautiful churches may be found interspersed among towering skyscrapers. Capacious hotels and gorgeous theaters are plentiful. Picturesque residential districts, rich with charming mansions, are spotted with fine schools and delightful parks. Above everything else, however, we encounter genuine hospitality. A temperate climate the year round makes available outdoor activity and recreation in variety.

GULF BEND COUNTRY

Returning to Houston, an overnight rail trip brings us to the Gulf Bend Country, Garden Spot of Texas, noted for its salubrious winter climate. Inside an outer barrier of islands extend miles upon miles of sounds, bays, and contributing rivers.

On the deep-water harbor of Corpus Christi Bay we find Corpus Christi, capital of this Gulf Bend Country. Behind the breakwater the city, standing upon a bluff, commands a magnificent panorama. Golf, fishing, motoring, and bathing upon broad beaches are among its recreations.

Following the Gulf southward, we come to Brownsville, gateway and center for the Lower Valley of the Rio Grande. Irrigation has made the surrounding region prolific of citrus and vegetable crops. Across the river lies Matamoros, a Mexican city. Gulf waters at Point Isabel and Boca Chica satisfy game fishermen. Inland hunting abounds.

THE BUDDING LOWER RIO GRANDE

Beyond Brownsville stretches the Rio Grande Valley, now witnessing an amazing development of homes, business, agriculture, and recreation.

Impressed by the great future of this part of Texas, we rejoin the Sunset Route at San Antonio.

ALLURING SAN ANTONIO

Here we explore one of America's most romantic cities. As one writer describes it: "Here date and coconut palms grow straight and tall beside inviting drives; gorgeous roses and great white lilies bloom the year 'round, and blue-berried ligustrum trees, oleanders, bush cedar, Spanish moss and mistletoe mingle in a semi-tropical atmosphere."

Descendants of Cortez still live here, and the twang of the guitar and clashing whirr of the castanet may still be heard in the clubs and gathering places of San Antonio's "Little Mexico."

"Within the city is the most precious
(Continued on page 69)



COME Southward this winter, far away from cold weather . . . come and bask in the wonderful, warm sunshine of St. Petersburg.

Play . . . rest . . . relax—in the glorious outdoors. Here delightful sunny days follow one another in an almost endless procession. Only 94 sunless days in the past 18 years—an average of $5\frac{1}{4}$ days a year. No wonder medical men years ago proclaimed this "the most healthful spot on earth."

Sunshine for all who come to enjoy it . . . yes, and something to do, somewhere to go every sunny hour. In sport and recreation St. Petersburg offers a greater variety of facilities than any other city of the South . . . golf on four courses, bathing, boating, fishing in Gulf or Bay, tennis, roque, lawn bowling, horseback riding, archery, motoring, horseshoes, quoits and every kind of game.

Entertainment is varied and plentiful—free band concerts daily, theaters, artist concerts, lectures, festivals, regattas. Accommodations are ample and there's something to fit every taste and purse. Living costs are low.

Let us send you our new illustrated booklet, telling all about this delightful Sunshine City. Just mail the coupon below.

L. M. Conant,
Chamber of Commerce,
St. Petersburg, Florida.
Please send me the new St. Petersburg booklet.

Name
Address



WHICH TRANSCONTINENTAL ROUTE SHALL WE CHOOSE?

The Canadian transcontinentals provide winter sport centers as do the Northern lines of the United States.

A development of travel to the Pacific Northwest has just been accomplished with completion of the new Cascades Tunnel of the Great Northern System, an eight-mile bore shortening distance and reducing

gradients, the longest tunnel in America. Simultaneously the Cascades Division will be placed under electric operation.

By the central routes to the Pacific coast Denver and the Colorado Rocky Mountain regions with winter sports at Rocky Mountain National Park are accessible.

A winter tourist feature of one of these

routes, the Union Pacific, is the unusual Death Valley Detour described elsewhere.

The Santa Fé System will operate, during the winter, its famous Indian Motor Coach Detour, and the Southern Pacific System will provide its winter patrons with a motor-coach detour over the scenic Apache Trail.



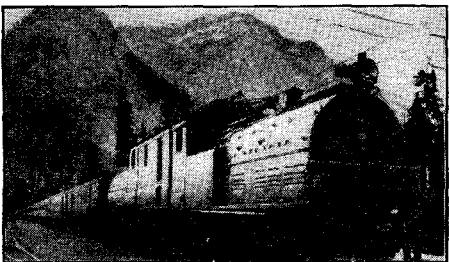
Courtesy of Canadian National Railways

Skiing on the Canadian National Railways



Courtesy of Northern Pacific Railway

Columbia River Highway—Northern Pacific



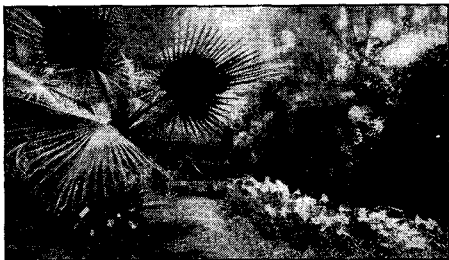
Courtesy of Chicago, Milwaukee, St. Paul & Pacific Railway

In the Cascades on the Milwaukee



Courtesy of Denver Tourist & Publicity Bureau

Rocky Mountain Park in Denver



Courtesy of Rock Island Lines

Phoenix Garden on the Southern Pacific System

SOUTHERN PACIFIC SUNSET ROUTE

(Southern Pacific System, New Orleans (with direct steamship and also rail connections from New York) to Los Angeles and San Francisco.)

New Orleans; San Antonio; El Paso; Tucson; Apache Trail Motor-Coach Detour; Carrizo Gorge, San Diego, Los Angeles, Yosemite, San Francisco.

SHASTA ROUTE

(Southern Pacific System, San Francisco, Portland.) Connecting link between Pacific Northwest and California; New Cascades Line along Klamath Lake; Slopes of Mt. Shasta; Shasta Springs, Sacramento River Valley, and San Francisco.

RAIL TRAILS TO THE PACIFIC COAST WITH LEADING SCENIC ATTRACTIONS

CANADIAN NATIONAL RAILWAYS ROUTE

(Canadian National Railways, Montreal to Prince Rupert and Vancouver. Through service from Chicago via Duluth by Chicago & Northwestern System.) Through the northern Canadian Rockies traversing Jasper and Mt. Robson National Parks; Fraser River Valley to Vancouver.

CANADIAN PACIFIC RAILWAY ROUTE

(Canadian Pacific Railway, Montreal to Vancouver. Through service from Chicago via Port of the Soo Line.) Traversing Rocky Mountain National Park through the heart of the Canadian Rockies via Thompson and Fraser River Valleys to Vancouver. Winter-sports carnivals at Quebec and Banff.

NORTHERN PACIFIC ROUTE

(Burlington System, Chicago to St. Paul; Northern Pacific System, St. Paul and Minneapolis to Pacific Northwest.)

Including more than 1,400 miles of river scenery between Chicago and Seattle; colorful Bad Lands; Idaho Lakes Gateway to Yellowstone National Park (in summer) via Gardiner.

GREAT NORTHERN ROUTE

(Burlington System, Chicago to St. Paul; Great Northern System, St. Paul and Minneapolis to the Pacific Northwest.)

Skirting Glacier National Park with gateways (in summer) to this and Waterton Lakes National Park, Canada. Burlington System also has through cars to California via Denver & Rio Grande-Western Pacific System. Direct service to Cody entrance Yellowstone (in summer) Rocky Mountain National Park.

MILWAUKEE ROUTE

(Chicago to Pacific Northwest by Chicago, Milwaukee, St. Paul & Pacific System.)

Upper Mississippi Valley; Bad Lands; Gallatin Gateway to Yellowstone National Park (in summer); 649 miles electrically operated; Mt. Rainier National Park winter sports.

OVERLAND—OGDEN ROUTE

(Chicago & Northwestern System, Chicago to Omaha; Union Pacific System, Omaha to Ogden; Southern Pacific System, Ogden to San Francisco.) Historic Overland Trail; connection from Cheyenne to Rocky Mountain National Park (winter sports), Sacramento and San Francisco.

SALT LAKE—LOS ANGELES ROUTE

(Chicago & Northwestern System, Chicago to Omaha; Union Pacific System, Ogden, Salt Lake City, Los Angeles.)

Salt Lake City; Cedar Breaks, Bryce Canyon National Monument, Zion National Park, North rim Grand Canyon via Cedar City (in summer), Death Valley Motor Coach Detour from Crocero, Calif., through this region of mystery.

OVERLAND—OREGON ROUTE

(Chicago & Northwestern System, Chicago to Omaha; Union Pacific System, Omaha to Granger, Pocatello and Pacific Northwest.)

Yellowstone National Park (in summer) via Pocatello and West Yellowstone; Idaho lakeland region; picturesque Columbia River Valley to Portland. CHICAGO & NORTHWESTERN SYSTEM also has through-car service to Pacific Northwest via Duluth and Canadian National Railways. Direct service to Yellowstone National Park via Lander Gateway.

RIO GRANDE ROUTE

(Missouri Pacific System, St. Louis, Memphis or New Orleans to Pueblo; Denver & Rio Grande Western System, Denver to Salt Lake City; Western Pacific, Salt Lake City to San Francisco. Through-car service to Coast from Chicago via Burlington System and connections at Denver with all other lines.)

Royal Gorge, Feather River Canyon. Also Missouri Pacific through-car service to California from St. Louis or Memphis via Texarkana (Texas and Pacific System) to El Paso, thence by Southern Pacific System; Hot Springs National Park by connection.

SANTA FE—GRAND CANYON ROUTE

(Chicago to California by Santa Fé System.) Historic Santa Fé Trail; Indian Detour Motor-coach Trip between Las Vegas and Albuquerque, including city of Santa Fé; Petrified Forest and other national monuments; Grand Canyon National Park; Los Angeles; Yosemite. Besides through route to California, direct service Denver-Colorado Springs.



Courtesy of Canadian Pacific Railway

Winter on the Canadian Pacific at Banff



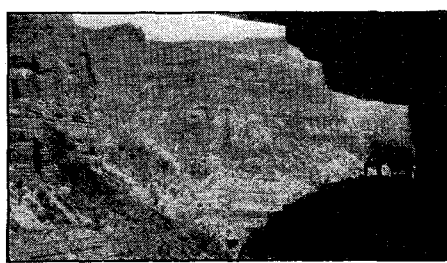
Courtesy of Great Northern Railway

Minneapolis—on the Great Northern Route



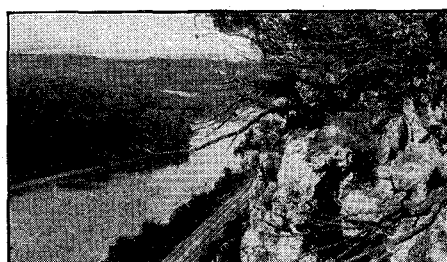
Courtesy of Union Pacific System

Date Palms, Death Valley—Union Pacific



Courtesy of Atchison, Topeka & Santa Fé Railway

Grand Canyon on the Santa Fé System



Courtesy of Burlington Route

Mississippi Valley—Burlington Route

ROCK ISLAND GOLDEN STATE ROUTE

(Chicago to El Paso by Chicago, Rock Island and Pacific System; El Paso to San Diego, Los Angeles and San Francisco by Southern Pacific System.)

El Paso, the Border City, Apache Trail Motor-coach Detour between Globe and Phoenix; Salt River Valley; Carrizo Gorge, San Diego, Los Angeles, Yosemite, San Francisco. Besides Golden State Route to California, direct service to Denver and Colorado Springs.

building in all Texas—the Alamo. Within its historic, battered walls perished that noble band with Travis and Bowie and Davy Crockett.

"Within a quarter-hour's ride down the San Antonio Valley lie four noted old missions of the Southwest. There is Mission San José, founded in 1720, and said to be the most beautiful mission in America. Only less ancient, and invested with all the glamour of a notable past, are the others—Concepcion, San Juan de Capistrano, and San Francisco de Espada."

Continuing toward the setting sun, we arrive in El Paso, gateway city to Mexico, old as the Spanish explorations, yet with all the attributes of a modern American city, and ranking as an important tourist city of the Southwest. Here the Rock Island's Golden State Route from Chicago joins and combines with "The Sunset Route."

OVER AMERICA'S OLDEST TRAIL

Beyond El Paso our car is switched off the main line at Bowie and at Globe; a few



Courtesy Southern Pacific System

TONTO CLIFF DWELLINGS—APACHE TRAIL

hours beyond, we alight and board a motor coach for the famous Apache Trail. Along its precipices, through its multi-colored canyons have passed prehistoric cliff dwellers, Indians, Coronado and his Franciscans, American pioneers. For 120 miles we pass over this oldest trail of America, absorbed in its scenic wonders and historic associations. Luncheon is had near the great Roosevelt Dam and Lake. A stop-over digression may be made to the Tonto Cliff Dwellings National Monument. In the afternoon our coach rolls through the Salt River Valley and into Phoenix.

West of El Paso also we diverge in a southerly direction to see a group of towns which, altho possessing varied interests, have all in common the blessing of southern Arizona's sunshine and dry air.

Among these we visit Douglas, amid lofty mountains adjoining Agua Prieta, Mexico, and find it rich in Indian history. Near by are natural wonders of rock sculptures.

Bisbee and Wilcox are leading members of this sunshine group.

Tombstone is famous in history and romance, and on the Borderland and Coronado trails we find numerous relics of its early history.

Nogales, astride the International Boundary, gateway to Mexico's West Coast by the new Southern Pacific Route, is attractively located among hills. Half the city is modern, American, the other half is picturesquely Mexican.

The railway now turns north, and we rejoin the main line at Tucson, "The Sunshine City." What scenes greet us as we step off the train! Tucson's gardens, from October to May bright with flowers; Tucson's golf links, green and velvety, the air dry and balmy. Every winter day is a day for outdoor recreation, tennis, the saddle, hiking, polo, motoring. Homes in ideal surroundings, artistic public buildings, the University of Arizona, and excellent schools are some components of this city ideal. From the veranda of the Country Club the varicolored Catalinas and Rincons present Tucson's majestic background. We of course visit the famous mission, San Xavier del Bac, founded in 1687, from whose white towers the bells have rung for upwards of 250 years. At Easter there is celebrated at Tucson the Indian Oberammergau.

From Tucson we ride on to Phoenix,

Joan Crawford
MGM Screen Beauty

Irene Delroy
Stage Celebrity

Renee Adoree
MGM Screen Star

Mary Eaton
Musical Comedy Star

DOROTHY KNAPP
proclaimed
"the world's
most beautiful girl"

HEALTH AND BEAUTY
in 15 minutes
a day

Give HEALTH and BEAUTY The Ideal Christmas Gift

A GIFT that is different—a gift that all the family can use and enjoy—a gift of tested value—the greatest gift of all, radiant health—make that your gift this year by giving them a Battle Creek Health Builder for Christmas.

15 minutes a day of easy, enjoyable exercise with the Health Builder stimulates the circulation, tones up flabby muscles, aids digestion and elimination and reduces weight in any part of the body desired. Women use the Health Builder to mold their figures to the fashionable lines now the vogue. Men find this method the way to keep fit with minimum waste of time and effort.

Famous Beauties Use This Method

Joan Crawford & Renee Adoree, Metro-Goldwyn-Mayer screen favorites; Dorothy Knapp, proclaimed "the world's most beautiful girl"; Mary Eaton and Irene Delroy, Musical Comedy stars, are among the hundreds of famous women who enthusiastically endorse the Health Builder.

Youthful Vitality—Yours! This Enjoyable New Way

Thousands of women are remaining radiant, young, slender, by this wonderful new method. The Health Builder, manufactured under the patents of Dr. John Harvey Kellogg, is the only appliance of its kind that is synchronized with the muscle tone.

The Health Builder banishes that "tired feeling" as if by magic. It soothes and relaxes your nerves, wakes up your sleepy muscles, stimulates your circulation, tones up every tissue in your body.

Just a few minutes a day of deep-

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Choice of
100,000
Because
Medically
Correct

reaching massage-vibratory treatment with the Health Builder literally makes you a new woman—gives you the sparkle of perfect health, the joy of feeling gloriously alive.

A Health Builder for Every Requirement

Ideal for home use is the Universal Home Model, a compact enclosed Health Builder. The Athletic Model is very popular for clubs, home gymnasiums, colleges, health centers, institutions, steamships, etc., while the handsome De Luxe Cabinet Models combine utility with distinctive beauty.

Ask for This Interesting Book

"Health and Beauty in Fifteen Minutes a Day" tells how the Health Builder can bring you beauty and vitality. Send for it now—it's free!

Sanitarium Equipment Co.
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The Battle Creek Health Builder
Keeps You Slender

At HOT SPRINGS NATIONAL PARK Arkansas



You'll Enjoy the Rest, the Golf, the Baths, and Sunshine at The ARLINGTON HOTEL

Down in this pine-clad vacation wonderland of healing waters, restful climate, social calendar and wholesome outdoor fun.

And, you'll like THE ARLINGTON. There's a charm in its friendly spirit—contentment and relaxation within its hospitable walls. Indeed, mere registry is like a guest card at a good club—a passport to delicious food, well being and interesting contacts.

Rejuvenate

Realize the untold benefits of these wonderful baths. Admittedly supreme of all natural curatives, Hot Springs' famous waters effect marked relief from rheumatic, nervous and circulatory disorders. Widely popular too, for reconditioning run down systems. Waters conveniently available to our guests in The Arlington Baths within the hotel, operated under the supervision of the U.S. Govt. which owns the hot springs.



Hot Springs' Waters are owned and controlled by the U. S. Government

Golf at Its Best

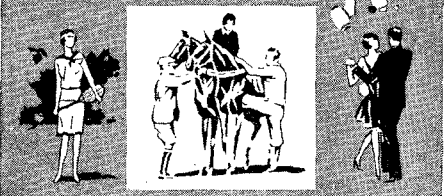
Golf on two splendid courses—bridle paths for a canter—tennis—motoring, and hunting comprise the call of the Open, amid balmy air and scenic beauty. Answer the lure of this restful spot by writing for our attractive booklet and rates.

W. E. CHESTER, President & Gen'l Mgr.

The ARLINGTON HOTEL

Hot Springs National Park
Arkansas

Through Sleepers via Missouri Pacific and Rock
Island Railroads—Airways Landing Field



WINTER TRAVEL PLAY- GROUNDS—Continued

business head of the State, tourist headquarters for a region of varied interests and a city of delightful homes, clubs, golf courses, motoring possibilities. Attractive trips radiate in all directions from her palm-shaded streets. Phoenix is the western terminus of the Apache Trail Trip previously mentioned. In addition we visit scenic Castle Hot Springs in the Salt River Valley; Ingleside Inn for the horseback trail trip to the summit of Camelback Mountain; Casa Grande National Monument, prehistoric dwelling place; Sahuaro National Monument, preserving a fascinating collection of desert plant life, including almost every known species of cactus; prehistoric irrigation canals, and a wealth of other unusual objects.

Twenty-six miles southeast of Phoenix we motor to Chandler, one of the most select winter resorts of the Southwest. Its attractive San Marcos Hotel and surrounding homes form the center of a constantly increasing winter colony, whose members come here to enjoy the perfect climate, the eighteen-hole golf course, saddle horses, tennis, and other sports.

Returning to Phoenix, "The Sunset Route" bears us on from the Southwest into California.

MOTOR-COACHING OVER THE SANTA FE TRAIL

The exhibits of the Southwest, man-made or nature-created, are nowhere more numerous and fascinating than along the Santa Fé route.

After riding on the train 1,200 miles from Chicago, we alight at Las Vegas for three delightful days in a comfortable motor-coach. Right through the Indian-Spanish regions of the Southwest we visit prehistoric cliff-dwellings, Indian pueblos, historic Santa Fé, and the communal ruins of Puye, which archeologists believe to be twenty centuries old. Then come the scenic attractions of New Mexico's Rockies and the Upper Rio Grande Valley. Finally, after this wonder-trip, the motor-coach draws up at Albuquerque and we resume the train for rail travel to other scenes.

Perhaps outstanding on this detour is our visit to Santa Fé, the ancient Spanish capital. We reach it over the famous trail followed by Indians, covered wagons, and pony express. On the way we have visited the Pecos Ruins at Cicuye, with their tragic memories.

CITY OF ROMANCE

To enter Santa Fé is to draw aside the curtain of centuries, disclosing romance, conquest, and pioneer development. Hither in 1606 Juan de Onate brought his band of colonists and raised the flag of Spain. Hither toiled the Franciscan Friars. In 1680, besieged by Indian attack, the remaining Spanish population escaped to El Paso. Twelve years later Santa Fé was recaptured by Diego de Vargas. Later, from Independence, Kansas, came the trains of covered wagons, and in 1846 General Kearney set the American flag over the city. This vivid story is recalled as we visit the Governor's Palace, the State Art Museum, and the many antiquities of the surrounding region.

CITY OF HEALTH

Second only to Santa Fé is the interest of Albuquerque, founded in 1701 and now the metropolis of New Mexico. Modern America and Old Spain exist side by side within its limits, and its sunshine and pure dry air have given long life to health-seekers from all parts of the country, who have come hither to make their homes. Hereabouts we have close-ups of the Navajos and Hopis and their exquisite handicrafts. Trips lead us to the five-terraced Pecos pueblo, prehistoric cliff dwellings of Frijoles Canyon, the Enchanted Mesa of Acoma, etc.

FORESTS OF STONE

Westward the train rolls on toward other wonders. At Adamana we diverge to the marvelous formations of the Petrified Forest National Monument, with its colorful remains of age-old trees.

GRAND CANYON

At Williams our car is switched northward to the Grand Canyon National Park. The sudden vision of this stupendous chasm, as we step out to its brink, is so amazing, so overwhelming, that we gaze spellbound upon its mighty depths and bewildering colorings. Its inspiration is indescribable and for hours holds its beholders entranced. Other creations of nature may be exaggerated in description; no description can ever portray this marvel of creation. Days may be spent in viewing it from above and below, and every moment of these days discloses new formations and colorings.

Reluctantly we bid it farewell, and returning to Williams continue on toward California. At Ash Fork we may make a side trip southward through Prescott, among the piny hills a mile above sea-level, and then descending the Salt River Valley reach Phoenix, a drop of 4,500 feet from Ash Fork, climatically from the temperate almost to the sub-tropical zone.

SEEKING CALIFORNIA'S RICHES

All the influence of picture and vivid description may have been brought to bear in whetting our desire to see California. Each may have been successful. But there is an underlying subtle lure, an indefinable glamour, of this great empire beyond the Rockies, which neither camera nor book creates in full.

It is the urge which drew thither the Spanish colonists. It was an impulse behind the Forty-niners, fighting their way across the mountain barriers for more than gold. To-day we experience the same impelling wish to cross the California border, to see the California of our imaginations. What causes this yearning?

Perhaps it is the Golden State's romantic past, perhaps her amazing variety of scenery and climate. It may be the unparalleled extent of her playgrounds, the fascination of her cities, the profusion of her delicious fruits. More likely it is the composite of all these characteristics—a state distinctive, comparable to no other in the Union.

Let's go then to California and put our expectations to the test.

MULTICOLORED GATEWAY

Suppose we make our first acquaintance with California through that spectacular approach on the southern border, the Carriso Gorge. Leaving the main Southern Pacific System at Yuma our route dips across the Mexican border for a time. Then we plunge into the gorgeously hued mountain chaos of the Carriso. Through its solitudes the train winds along sheer precipices with views of rushing waters far beneath. Emerging, we again bend across the International Border, then northward through Tia Juana of post-card, curio, and other fame, enter California again, and finally roll into San Diego.

Here we open the first page of romantic California. History has enriched San Diego, and modern civilization has made it a city of beauty. Endowed by nature with a deep, land-locked harbor its ocean commerce has become important.

SAN DIEGO'S APPEAL

Our sightseeing time here is filled to the brim. Hours are required to see the tropical paradise of 1,400-acre Balboa Park. We stroll through the old Spanish quarter with its adobe buildings. Entering Ramona's marriage-place, Helen Hunt Jackson's romance lives again. Northward we visit the Mission San Diego, where Father Junipero Serra planted the cross in 1769, first of those sacred edifices which mark the

vast stretch of El Camino Real, the King's Highway, northward to the Golden Gate and Oregon. Returning to the city we cross to Coronado Beach, a bower of tropical landscaping on a peninsula enclosing the harbor. There is, too, an unforgettable drive along the harbor to Point Loma, opposite whose present lofty light Juan Rodríguez Cabrillo first sighted the land of California in 1542.

Bidding San Diego farewell we journey northward, passing La Jolla, whose caves, headlands, and beaches are so familiar to movie fans, and enter the tourist headquarters and commercial metropolis of Southern California, Los Angeles.

RAMBLES ABOUT LOS ANGELES

Ample time on our itinerary must be allowed for this attractive city itself and for the trips which radiate in all directions from it. Among the brilliant winter events at Los Angeles are the Horse Show in January and Philharmonic concerts.

With Los Angeles' great growth she has not overlooked the finer side of civic development. Within the 130 acres of Exposition Park we admire the nine-acre sunken garden, a floral glory the year round, the splendid Coliseum seating 90,000 people, the Exposition Building and Museum, one of two in this city filled with rare collections. We drive to the residential districts of Beverly Hills and see the celebrated studios and residences of moviedom at Hollywood. Immediate and neighboring beaches are inducements. Santa Monica is under the brow of lofty bluffs. Venice and Redondo are in popular favor. Long Beach is directly in front of the skyscrapers of this rapidly growing city. Huntington, Balboa, and Newport are within easy motoring distance.

We motor out through Pasadena, "The Rose City," for the trolley ride up mile-high Mt. Lowe in the Sierra Madres, for the wonder panorama seen from its observatory. The amazingly beautiful Tournament of Roses at Pasadena in January is attended by half a million spectators. A few miles away a scenic motor drive up Mt. Wilson enables us to see the world's largest reflecting telescope.

The Mission Play at San Gabriel, portraying the life of California in the early mission days, begins in February.

A thirty-mile sail from Los Angeles Harbor directly offshore brings us to Avalon, Santa Catalina Island, mountain crowned, canyon intersected, beach bordered, offering a variety of delights.

Inland from Los Angeles are tempting trips. Through the orange groves of Riverside County, one of these leads to the extraordinary beauty of Palm Springs and Palm Canyon. On the way we may diverge to Riverside and dine at its famous Mission Inn, also seeing the natural amphitheater of Mt. Rubidoux, where thousands assemble for Easter services. In this region San Bernardino and Redlands are visited.

THE GREAT VALLEY

Eastward, beyond the mountains, stretches the vast Mojave Desert with its yucca, Joshua trees, and cactus, which, with the sand formations of the Imperial Valley, is the Sahara of America.

We decide to visit the fertile regions and scenic attractions of the lower and central parts of The Great Valley of California which stretches between the Coast Range and High Sierras.

So we set forth from Los Angeles, wind inland and turn north, climbing over the great mountain cross-wall of the Valley by the Tehachapi Pass, thence on to Bakersfield with its rich oil fields, the summit of Mt. Whitney, a snow-crowned beacon, towering 14,502 feet high, on the northwest.

MONARCH OF ALL TREES

Exeter and Visalia are gateways to Sequoia National Park and Fresno or Sanger to General Grant National Park. We see in these reservations the world's oldest and mightiest trees. The General

A pound of cheer to start the year



WITH the Yule log burning brightly and a pound canister beside him of the mildest, most fragrant pipe mixture that ever came out of the South—what more could a man ask? Give him the pound can of Sir Walter Raleigh Smoking Tobacco for Christmas. It's kept fresh by heavy gold foil and the canister comes in a handsome Christmas carton.

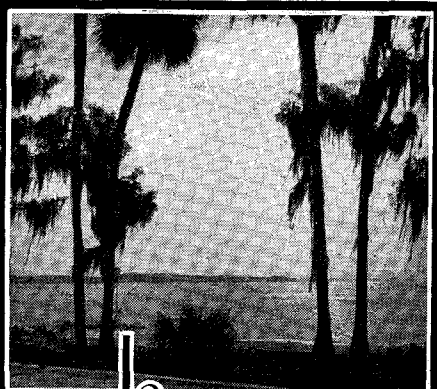
BROWN AND WILLIAMSON TOBACCO CORP., WINSTON-SALEM AND LOUISVILLE

SIR WALTER RALEIGH

Who discovered how good a pipe can be

It's  milder





Here Waits Your Ideal Winter Home

In the highlands and hills. Climate free from extremes. Several large lakes; 1,400 smaller ones. Nearly 250 miles of paved roads. Unexcelled fresh water fishing; good hunting; superior golf courses and tennis courts.

Live, modern little cities offer attractive entertainment, while suburban areas provide both comfort and quiet.

Lake County Florida

Hotel, apartment and private home accommodations are available at reasonable rates and to suit any taste. A few of the leading recreative and sports events of the winter will be as follows:

Annual Boat Regatta, Mt. Dora, January 21.

National Fresh Water Bass Tournament, Leesburg, January 10 to March 10.

Winter Vandalia, National Trapshooting Matches, Eustis, February 5 to 8.

Trains of two trunk-line railroads, motor busses and paved highways from all the main gateways into Florida.

For folder more fully describing Lake County, Florida, as a place of winter residence, please write to the

LAKE COUNTY
CHAMBER OF COMMERCE
Oak Street, Tavares, Florida

Supported by the
Board of County Commissioners



WINTER TRAVEL PLAY- GROUNDS—Continued

Sherman tree in the former is the monarch of all growths, 264 feet high, thirty-five feet in diameter, and centuries old.

WEIRD BASIN BELOW SEA LEVEL

Beyond the main rampart of the Sierras rising directly east of these National Parks stretch the parallel ranges of the Panamints. Between these and the Funeral Mountains lies that weird California basin known as Death Valley, 274 feet below sea level. Here has been built in mission architecture Furnace Creek Inn making the mysteries and natural wonders of this strange region available to winter visitors. At Furnace Creek Ranch, an oasis nearby, saddle-horses for guests are available, while motor-coaches are operated to points of interest. The approach to Death Valley is by the Union Pacific's Los Angeles-Salt Lake Route to Death Valley Junction, thence by Death Valley Railroad to Ryan, thence to the Inn by motor-coach. While Death Valley lies under withering heat in summer, the winter climate is dry and comfortable, an open fireplace being a feature of the Inn.

From Fresno we return to Los Angeles, postponing until later visits to points in The Great Valley beyond this famous fruit center.

Over the historic pathway of the Padres



Courtesy of the San Diego Chamber of Commerce

IN BALBOA PARK, SAN DIEGO

we set forth again along the coast route, with a pause before the Moorish tower of San Buenaventura Mission at Ventura and a view here of the Channel Islands offshore.

SANTA BARBARA THE BEAUTIFUL

And now we enter the palm-fringed boulevards of one of the Coast's loveliest cities, Santa Barbara, of romantic past and pleasing present. Its Plaza del Mar, Alameda Park, Mission, its resplendent gardens, its hotels in Moorish and Spanish style, its broad beach, all arouse our unstinted admiration.

Leaving Santa Barbara our route is through San Luis Obispo and Paso Robles Hot Springs to Soledad, where we diverge east for a visit to the spirelike rock wonders and caves of the Pinnacles National Monument.

Between San Luis Obispo and Monterey stretches from ocean to Coast Range the Monterey National Forest, abounding in game and trout streams.

In painting, photograph, and motion-picture setting, the picturesque vistas of the sea as seen through the cypresses of Monterey have been admired by many thousands. In reality as viewed from the Seventeen Mile Scenic Drive around the bay we find them exceeding our expectations. From the Mission San Carlos, at Carmel by the Sea, to other historic reminders, including the old Custom House, the Monterey region is reminiscent of Spain.

After stopping at idyllic Del Monte we go on to Santa Cruz, of rugged cliffs, sea caves, and Big Tree grove. A drive of twenty-five miles from here brings us to the summit of Mount Hamilton with its Lick Observatory and an impressive view.

AT THE GOLDEN GATE

Descending and continuing to the San

Mateo Peninsula, San Francisco Bay appears on our right, and we enter Palo Alto, President-elect Hoover's home town, and see the buildings and grounds of Stanford University.

San Francisco, metropolis of central and northern California, lies ahead. The San Francisco of our dreams becomes true. Its fascination grips us from the beginning. Rising from bay to lofty hills it looks forth majestically to the Golden Gate and surrounding mountains. Its cosmopolitanism includes the characteristics of almost every land.

We dine at French, Italian, Spanish, Chinese, Japanese, and Filipino restaurants. In the Bohemian Latin Quarter, in Chinatown, in the beautiful Japanese Garden of Golden Gate Park, we are apparently in other lands.

Near the Mission Dolores stands the city's imposing Exposition Building—the old and new in juxtaposition. Along the waterfront are berthed steamships from world-wide ports.

The Ferry Building, at the beginning of busy Market Street, reminds us of excursions beyond the city. In this monumental structure we examine the immense relief map of California, 600 feet in length.

Ferry trips across the bay lead us to progressive Oakland, in whose very center is Lake Merritt. At Berkeley we see the magnificent grounds and buildings of the University of California. Its huge Memorial Stadium, having a capacity of 80,000, together with hills rising behind, is the scene of the great California-Stanford football classic. Over the crookedest railway in the world we ascend Mt. Tamalpais and visit the Muir Woods National Monument with its big-tree exhibits. In this region we also see Santa Rosa with its petrified forest and home of Luther Burbank. A whole month we might spend with profit in and about San Francisco.

WINTER IN THE YOSEMITE

Farther afield we visit the State Capital at Sacramento, on the central rail routes to California, with its memories and relics of pioneer days. Then down through the northern regions of the Great Valley through Stockton to Merced, where we diverge to El Portal, gateway to the incomparable Yosemite.

The Yosemite Valley, open the year round, is transformed in winter into "a fairyland of ice and snow, making it headquarters for winter sports and snow carnivals" for pilgrims who delight in the tonic of its bracing air.

Motor-coaches of the Yellowstone Transportation Company meet the Southern Pacific and Santa Fé trains at Merced, while the new and well-appointed Ahwahnee Hotel, on the north side of the Valley near the Royal Arches, commanding a superb outlook, is open throughout the year.

Returning to Sacramento we conclude our California wanderings by traversing the Sacramento River Valley through a region of lakes and streams ever toward the snow-clad northern sentinel, Mt. Shasta, whose slopes we finally skirt before we enter Oregon and the Pacific Northwest.

Here in this far northern California lies the great Redwood Empire, a region of unusual natural charm.

PLAYGROUNDS UNLIMITED

In all our journeyings California's Playgrounds have made an indelible impression. From the bathing throngs at Coronado to the snowshoeing parties of the Yosemite they have provided every form of outdoor recreation; white-sailed yachts and powerboats flit across the southern waters all winter. Among California's yacht clubs are those of San Diego, Newport, Los Angeles, Catalina Island, Santa Barbara, San Francisco, etc. The majority of California's 250 golf courses are playable the year round. Public and private tennis courts abound. Saddle-horses are popular. We have seen lacrosse games at Los Angeles and Long Beach, roque at Santa Monica,

Pasadena, Long Beach, and elsewhere, and polo contests are held in the winter at San Diego, Beverly Hills, Riverside, Santa Barbara, Del Monte, and Burlingame. The blue-fin tarpon, yellow-tail and sword-fish provide excitement for deep-water fishermen, while fresh-water anglers haunt inland waters. And over the length and breadth of California extends a highway system famous for the excellence of its roads and their surpassing scenery.

CALIFORNIA'S VOTE FOR NATURAL PRESERVATION

The people of California at the last November's election voted almost three to one in favor of "Amendment Number 4," appropriating \$6,000,000 for the preservation of their outdoor playgrounds and scenic attractions. This measure is designed to save the Redwoods and other primeval forests, to preserve ocean beaches, mountains, lakes and rivers for the public; to set aside sites of historic and scientific interest in a great State-wide system of parks.

Expenditures from the bond issue provide that not a dollar of State money shall be expended until it is matched by another dollar of private beneficence or from local sources.

Thus the \$6,000,000 park bond issue will secure for California a \$12,000,000 park system, covering every portion of the State.

Besides the National Parks and Monuments within her borders, California already has seven State Parks and eleven State Monuments.

DELIGHTFUL HOME LIFE

The charm of California's home life and home surroundings is another impression that, like the delight of the climate, will not fade. We have seen California at play. We wish we might be here on the dawn of Easter when thousands gather for the impressive and reverent open-air services in such places as Mt. Rubidoux at Riverside, Hollywood Bowl, Pasadena Rose Bowl, Easter Rock on Mt. Lowe, Pacific Palisades at Santa Monica, Mt. Helix Greek Theater, San Diego, and elsewhere.

We said at the beginning our California expectations were to be put to the test. They have been, and in each item we have found them more than fulfilled.

CALIFORNIA GATEWAYS

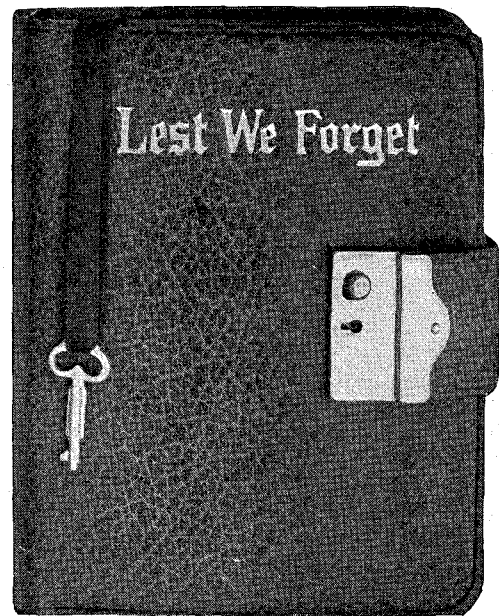
Diverse are the approaches to California's wonderlands. Elsewhere we give a description of the transcontinental rail routes. In the beginning of our visit we have had a glimpse of Carisso Gorge, a route made possible by the Southern Pacific and Rock Island Golden State pathways to the Coast. By either route we may enter California, also via the Imperial Valley. To Southern California also goes the Salt Lake Route of the Union Pacific System and the Grand Canyon Route of the Santa Fé System. The Golden Gate region is approached from the East by the Overland-Ogden Route of the Union Pacific and the Southern Pacific Systems, and by the Feather River Canyon Route of the Denver and Rio Grande Western—Western Pacific. Northern California's Gateway is by the Shasta Route of the Southern Pacific System. Through the Great Valley are the Southern Pacific and the Santa Fé Lines, while along the coast is the scenic Coast Line of the Southern Pacific System.

Water travel to California is provided from New York via Panama Canal by the Panama Pacific Line; Panama Mail Steamship Line, and the Dollar Steamship Line.

HAWAII LIFTS HER WINTER CURTAIN

Unforgettable days and nights on the Pacific have slipt by, and then up over the rim of the sea rises Diamond Head. Eagerly we look ahead as dreams and anticipations give way to actuality.

Honolulu opens her welcoming arms. We debark greeted by the strains of soft music breathing the spirit of this land enriched



The Standard Diary for 1929, "Lest We Forget," No. 883. Bound in Levant Ecraze Leather in rose, green or blue. With lock and key. One page a day. Packed in handsome de luxe gift box. Size 5" x 4". Price, \$4.50.

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THE diary you keep can be for you the greatest novel ever written—more thrilling than fiction could possibly be. It will bring back a part of your life that is gone forever. It will recreate this lost life of yours in every interesting detail. Nothing else in all the world can do this—not even your memory, faithful servant though it strives to be.

Make up your mind you shall not lose this year, 1929, from your life. Determine that it shall always be a living thing. One year that you shall be able to live again at your slightest wish. You can do it if you get and use a Standard Diary. This is the greatest gift you can make yourself this Christmas, and the most worth while you can possibly find for those you love. In years to come they will thank you for it time and time again.

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Diaries come first, other things follow. Select the Standard Diaries you wish from over 300 different styles and bindings.

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Note—The Standard Diary, "Lest We Forget" (described and illustrated above), is particularly suitable for the kind of gift you wish to make. It (along with the other Standard Diaries) is displayed by most stationers and department stores. If it is inconvenient for you to personally call on your dealer, send him (or us) the coupon below. Illustrated booklet of leading styles will also gladly be sent on request.

STANDARD DIARIES

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THE STANDARD DIARY CO., Dept. Q, 26 Blackstone St., Cambridge, Mass.

- ☐ (1) Enclosed find \$4.50 (check) (money-order) for Standard Diary, "Lest We Forget," No. 883 (rose) (green) (blue).
- ☐ (2) Send catalog of Standard Diary Line.

Name _____

Address _____

WINTER TRAVEL PLAY- GROUNDS—Continued

by romance, tradition, and nature. The glamour of The Islands casts its spell upon us.

Hawaii with her balmy sunshine, swaying palms, multicolored hibiscus and natural surprises is ours to enjoy, a little world different, intriguing, and carefree. It is a playground in which hurricanes and fogs are unknown, sudden temperature changes absent, snakes non-existent. No wonder it is designated "Paradise."

UNCLE SAM'S POTPOURRI

Honolulu, in which Orient rubs elbows with Occident, intrigues our interest. No



Courtesy of Hawaii Tourist Bureau

LOOKING INTO KILAUEA'S FIRE-PIT

other United States city is like this—a composite of San Francisco, Tokyo, Manila, and Tientsin. Over the Iolani Palace fly the Stars and Stripes, and at the Bishop Museum we glimpse the ancient Hawaii.

We roam among Honolulu's Japanese tea gardens waited upon by almond-eyed daughters of Nippon in bright garments; shop at Oriental bazaars; dine upon native dishes at her restaurants, entertained by hulas and ukuleles; dream under the moonlight of Waikiki soothed by the swish of silvery crests ever rolling in upon its yellow strand.

We ask, "Why go beyond?" and then comes to us the irresistible call to see the wonders of other parts of this island and of those other islands beyond. So we begin to map our itinerary.

INDISPENSABLES IN THE ITINERARY

Four islands, we decide, must be included in our explorations. So we are off to see them all. First, of course, we must see Oahu (pronounced "Oh-ah-hoo"), upon which we have landed.

Just outside Honolulu the lure of Waikiki draws us to this beach famed in song and story. Heavenly midwinter bathing; surf-riders dashing shoreward impelled by rolling waves, outriggers rising and falling on ocean's bosom, sumptuous hotels surrounded by palm groves—where else are such experiences or such a spectacle!

We break away from Waikiki for rounds of golf on one or more of the adjacent courses. We motor over the scenic drive to Mount Tantalus, or go out past Waikiki and follow the drive which skirts Diamond Head. Through Nuuanu Valley, we are off for the 'round-island tour, seeing pineapple plantations, quaint villages, Haleiwa's Coral Sea Gardens. On this same trip we visit also the spectacular Pali, Oahu's lofty lookout of stupendous panoramic views. After these and other experiences we return to Honolulu and board the Inter-Island steamer for the overnight voyage to the Island of Kauai (pronounced "Cow-eye"), one hundred miles northwest of Honolulu.

NATURE'S WONDERLAND

Next morning we steam into the harbor of Ahukini and breakfast at the hotel ashore. There follow two days of motor-ing, two days of surprises and delights. Here are water-buffaloes working in rice paddies, great plantations of sugar and pineapple, and natural wonders and beauties innumerable. We visit the Spouting Horn of Koloa, a surf-impelled geyser; walk upon the Barking Sands of Nohili,

whence the airplane *Southern Cross* took off last summer for Australia; enter the Haena Caves and feast our eyes upon the gorgeous colorings and leaping waterfalls of Waimea, the "Grand Canyon" of Hawaii. Kauai is indeed nature's garden spot.

Returning to Honolulu, we climb aboard another Inter-Island steamer and are off to other islands of delight. Arising next morning we look out of the stateroom window. There before us is a crescent harbor, fringed with tropical foliage. And there is Hilo, county-seat of Hawaii ("Ha-wai-ee"), "The Big Island," up-to-date and proud that she is the Territory's second city in population.

PAYING HOMAGE TO A GODDESS

We adopt Hilo as headquarters for our island trips. And then we are off for "the volcano," the ultimate goal of every tourist. The motor-car spins away from Hilo. Amid a chorus of "Ohs!" and "Ahs!" we glide through a forest of giant ferns. Then the climb by easy grades culminates, thirty miles from Hilo, as we stand spellbound upon the very brink of Halemauau, Kilauea's fire-pit and abode of Pele, Goddess of Volcanoes. This stupendous spectacle has drawn travelers from every land.

As those who have paid homage to Pele we receive membership cards, sealed with volcanic fire, in the great order of Hui-o-Pele, now numbering more than eight thousand.

Kilauea is about 4,000 feet elevation on the slope of Mauna Loa, which, with its sister crater, Mauna Kea, towers more than 13,000 feet above the sea. Thus at night we gather round a sparkling log fire at the Volcano House, comfortable in the cool air of high altitude.

Each of Hawaii's dominating mountains is included in some portion of the Hawaii National Park. Leaving this reservation and returning to Hilo, we choose one of the inviting trips that beckon there in various directions, and go out by rail along the rugged Hamakua Coast, and by motor-car to Rainbow Falls, etc., and around the island. This tour includes a stop at the new Kona Inn, in the Kona District, famed for its game-fishing and historic reminders. It was here that the first missionaries from New England landed in 1820, finding the home of the first Kamehamehas, Hawaii's early rulers. In Kona, too, we see the monument marking the spot where Captain James Cook, discoverer of Hawaii, met his death in February, 1779.

SUNRISE FROM TOP O' THE WORLD

On our way back to Honolulu we stop over at Wailuku, on the Island of Maui

("Mow-ee"), the Valley Isle. Here, through another section of the Hawaii National Park, we visit by motor and horse-back-trail the great extinct volcano, Haleakala, and have the experience of looking 2,000 feet down into the depths of its extinct crater, in which grow flora found nowhere else in the world. After a sleep at the Rest House, we're up early to see the famous sunrise. Then down the mountain for a trip to the exquisite Iao Valley, inspiration of countless artists, and back to Honolulu, leaving there for home with flower-entwined leis over our shoulders and the plaintive strains of "Aloha Oe" breathing their spirit of farewell.

TOURIST TIDE RISING

The appeal of "Paradise" being infectious, mainlanders are visiting Hawaii in rapidly increasing numbers. The volume of tourist travel has doubled in the past few years, and to accommodate the rising tide, fourteen million dollars have been expended within the past year or so for new steamships and larger hotels.

Sumptuous new liners, the latest word in steamship luxury, are being operated by the Matson Navigation Company and the Los Angeles Steamship management. The Inter-Island Steam Navigation Company has placed a new steamer, the SS. *Waialeale*, on the run between Honolulu and Kauai. Two more vessels are ordered, one for the Maui service and the other for the Kona Coast of the Island of Hawaii.

HOW TO GO—WHAT TO SEE

The table elsewhere gives a list of steamship services to the Islands. Descriptive literature is supplied by each.

Inclusive itineraries and other detailed plans for seeing the Islands should be obtained from the official Hawaii Tourist Bureau of Honolulu, which has a mainland representative in San Francisco, or from the steamship lines mentioned above.

SOUTH SEAS ALLUREMENTS

Ever since that thrill as we passed through the Golden Gate and headed out into the broad Pacific, this voyage to the romantic South Seas has kept us on the *qui vive*. How tame in comparison are other ocean crossings! At Hawaii we have stopt for a glimpse of paradise. Then, heading southward, we have halted on the Equator to receive a ceremonious visit from His Majesty King Neptune.

ROMANTIC ISLES

Finally the dreamlands of Polynesia become realities. We agree with one writer

TRANSPACIFIC, HAWAII, SOUTH SEA SERVICE

FOR	FROM	LINE
Orient—Round the world including Hawaii, Japan, China, Philippines. (Orient and round the world calling at Hawaii each way and connecting at Manila with Orient—European service for Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa and Marseilles with connections at Naples with Transatlantic service for New York and Boston.	Los Angeles, San Francisco, Seattle, Victoria.	American Mail Line—Dollar Steamship Line.
South Seas including Hawaii, Suva (Fiji Islands), Auckland (New Zealand), Sydney (Australia)	Vancouver and Victoria	Canadian Australasian Royal Mail Line
Orient including Japan, China, Philippines	Vancouver	Canadian Pacific Steamships Limited
Hawaii (Direct Service)	Los Angeles	Los Angeles S. S. Company
Hawaii (Direct Service)	San Francisco or Seattle	Matson Navigation Company
South Seas—Australian Service and for Hawaii, Sydney (Australia)	San Francisco	Matson Navigation Company
Orient including Japan and China, calling each way at Hawaii	Los Angeles or San Francisco or Seattle	Nippon Yusen Kaisha
South Seas including Papeete (Tahiti), Rarotonga (Cook Islands), Wellington (New Zealand), Sydney (Australia)	San Francisco	Union Steamship Company of New Zealand, Ltd.

NOTE: Round-Pacific Tours from all Trans-Pacific Ports via Honolulu and Auckland, returning via Orient, or vice versa. Hawaii and Oriental ports are included also in world-encircling cruise steamships *Belgenland* made by Red Star Line in cooperation with American Express Co., *Resolute* (auspices Hamburg-American Line), *Franconia* (made by Cunard Line in cooperation with Thos. Cook & Son), sailing from New York this winter. The third annual Pacific-Northwest cruise to Hawaii sponsored by Seattle Chamber of Commerce, will sail from Seattle by S. S. *Alutian* of the Alaska S. S. Co., January 9, returning via San Francisco.

DON'T "SUN-STARVE" YOUR CHILDREN

JANUARY, February, March—rickets, colds, measles—chickenpox, diphtheria, influenza—bronchitis, whooping cough—and worst of all—pneumonia. Ask your public health department for last year's graph of infectious children's diseases. Note the sharp upward curve starting at this time a year ago, when winter came, and sun starvation began to take its toll of the youngsters' health.

Then write for similar statistics concerning the communities of Greater Miami. Note the rarity and mildness of children's ailments; the practical absence of rickets and pneumonia—most dreaded enemies of childhood.

The reason for this striking contrast can be explained in one word—"Sunshine".

Sunshine performs three indispensable functions in the protection of children.

It takes the place of Vitamine "D" in building healthy bones, teeth, muscles, nerves and other tissue requiring lime, thus providing protection against rickets, a general systemic disorder associated with changes in the blood chemistry and changes in the bone structure which produce improper development in the length and strength of the bones, often culminating in curvature.

It increases the red corpuscles in the blood, the function of which is to carry to the tissues the oxygen necessary in the energy-producing process; thus working to prevent and cure anemia—a condition of dangerously-lowered vitality and reduced resistance to the bacteria of various infectious diseases.

It protects the child against contagion by permitting the proper amount of fresh air, both at out-door play and exercise and by virtue of open windows in homes and school rooms. Hot, dry, artificially-heated school rooms are the greatest source of children's diseases, not only because the close, dry air imprisons bacteria of contagious maladies, especially diphtheria, but because it dries the upper respiratory tracts of the child, rendering him more susceptible to colds and other common illnesses which so often go into pneumonia.



Above: Fresh, sun-warmed air for school children
Below: Getting their winter tan—note the sun suits

Investigations show that child health records vary in different localities in direct proportion to the number of sunless days which each district experiences.

In Miami, "Sunshine of America," the sun shines on an average of 360 days each year. The average winter temperature is 72 degrees. That is why the Miami vicinity with its clean, clear atmosphere which permits the constant penetration and direct focus of the sun's healing rays, is beyond doubt, the healthiest place in the United States, for children.

Naturally-ventilated, open school rooms; sunny, supervised playgrounds; daily dips in the iodized Atlantic surf, the average temperature of which is 65 to 70 degrees; romping on the clean, sanded beaches; acquiring deep, healthy tans; all work their magic on young bodies.

Arrangements can be made to enter your children in Miami's splendid public or private schools at any time during the year. You'll find them getting ahead faster with their work, too, under the ideal conditions of a sub-tropic winter.

There is little reason, now, for endeavoring to withstand the ravages of the more severe climates. Accommodations are ample. Living costs in Miami are extremely reasonable. Thousands of winter visitors are proving to their own satisfaction that they can live here in winter as economically as at home. Parents—especially those whose children show a tendency toward lowered vitality, rickets or anemia, should plan to spend this winter in Miami. Give the children their birthright: start them off toward healthy manhood and womanhood. Summer and winter, give them SUNSHINE.

Full information will be cheerfully furnished regarding Miami's healthful climate; the many reasons why children are healthier in South Florida—all about Greater Miami's public and private schools, the Miami University, churches, amusements—about hotel and apartment rates and living costs—if you will wire or send the accompanying coupon to the Chamber of Commerce, Miami, Florida.

MIAMI

CHAMBER OF COMMERCE, MIAMI, FLORIDA
Send me Greater Miami Literature—also information concerning accommodations for.....Adults.....
Children, at approximately \$..... per week. Prefer (check) Cottage. Apartment. Hotel Arriving.....
192..... Intend staying until.....192.....
Name.....
Address.....

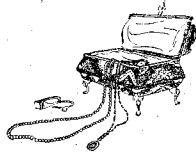
Give . . . JEWELRY this Christmas!



WHAT to give . . . what to give . . .

Our thoughts may travel a dozen trails, but they center always at the jewelry store. Only jeweled possessions seem, somehow, to truly reflect the sincere sentiment, the lasting love we put into the present.

A treasure from the jewelry store is indeed a present with a future. Each passing year will find your jeweled gift increasingly beloved.



for GIFTS that LAST
Consult your Jeweler

NATIONAL JEWELERS PUBLICITY ASSOCIATION

WINTER TRAVEL PLAY- GROUNDS—Continued

who paints them thus: "Color, perfume, warmth—white surf murmuring on the reef; a turquoise sea outside, the still lagoon within; peaks rising in green and purple spires into the blue, or low coral islands waving with palms; a riot of rich vegetation, brilliant flowers and luscious fruits; scented tropic nights, sunsets, dawns; handsome brown-skinned men, and women who walk like goddesses."



Courtesy of Matson Line

NEPTUNE AND HIS COURT COME ABOARD

Such are Samoa, Fiji, Tahiti, Rarotonga, and Tonga, the island constellations spread over these waters.

Voyaging by one of the transpacific routes, our first contact with the islands is at the green-fringed, mountain-walled harbor of Pago-Pago, American Samoa. Itself of absorbing interest, it is the base from which we may make the interisland trip to Apia, climb Mount Vaea, and do homage to the tomb of Stevenson, upon which is graven in the solid rock his immortal "Under the Wide and Starry Sky."

Beyond the Samoas, Suva, in the Fiji group, discloses natural charm and a colorful sprinkling of all nationalities.

By another route we may visit Papeiti, French Tahiti, in the Society Islands, and gaze through glass-bottomed boats upon entrancing coral submarine gardens.

Two days beyond, the towering volcanic peaks of Rarotonga rise from the sea, marking the Cook Islands. Ashore, we may motor around this scenic isle, coming in intimate contact with its flora and mountains.

Leaving this dependency of New Zealand, we sail on to Tonga, in the Friendly Islands, a British protectorate that includes more than a hundred coral and volcanic gems of the sea.

ADVENTURING IN NEW ZEALAND

Westward now our course is set to other unusual scenes. Two days on the Pacific and the Tasman Seas and we make the landfall of New Zealand.

Auckland, facing both ways upon the two seas, in a region of eternal summer, welcomes us to her capacious harbor. It is our base for exploring the wonders and beauties of this fascinating southern country.

We have landed upon North Island, and an eight-hour rail trip takes us to the Rotorua Thermal Region, famed the world over for its hot springs, geysers, steam vents, sulfur wells, and the like. From Auckland we visit also the Waitomo Caverns with their amazing formations.

Finally we depart for Wellington, capital of the Dominion, facing Cook Strait. Here are enjoyed visits to majestic marble Parliament Buildings, trips to the heights and around the harbor, and sea bathing at the broad beaches.

Steamers carry us across the Strait to Christchurch on South Island, with more bathing and outdoor sports in variety. A day's trip away brings us to Aorangi, in the scenic southern Alps, raising more than 12,000 feet its snowy crown. We find these rugged mountains with their cataracts, streams, and mighty Tasman Glacier comparable to the Swiss Alps.

Beyond the Alps is the region of myriad

lakes, forested shores, and sparkling waters alive with fish.

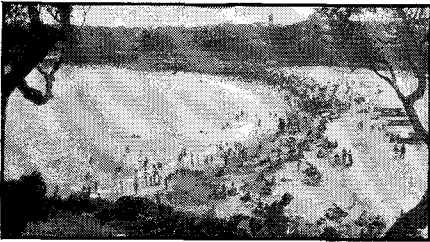
On the southwestern coast are a succession of fiords and inlets, including Milford Sound, the objective of hikers.

AUSTRALIA THE UNUSUAL

We bid farewell to Auckland, eager to see the great continent lying to the west. Four more days across the warm waters of the Pacific, and the ship enters a harbor famed among the Seven Seas. Sydney, capital of New South Wales, lies before us.

We set foot upon the Australian Continent, three-quarters the size of all Europe and almost as large as the United States. Its metropolis, pulsing with activity, is immediately captivating. We join the thousands on its broad bathing beaches, visit its palatial public buildings, and browse about its shipping.

We discover that all the State railways radiate from Sydney. So in well-equipped trains we are off to explore Australian wonderlands. Only forty miles distant rise the Blue Mountains, with their charming waterfalls and cascades, and in their very heart we enter, through nature's gigantic portal, one hundred feet high, the



Courtesy of the Matson Line

COOGEE BEACH—AUSTRALIA

Jenolan Caverns. We motor to Sublime Point atop the Bulli Pass to see a vast panoramic view, and delight in the mountain-walled Hawkesbury River Valley.

Northward from Sydney a rail trip of 775 miles brings us through Queensland to its capital, Brisbane, on the Brisbane River, fourteen miles from its mouth. After feasting upon the exotic beauties of its parks and gardens we set forth to see the enchanting Queensland coast, flanked for 1,000 miles by the palm-clothed Great Barrier Reef and innumerable islands.

Returning to Sydney, a sail southward brings us to the mountain and lake lands of the Island of Tasmania, where two picturesque ports, Hobart and Launceston, afford gateways to the interior rivers, valleys, and mountains, a "land of eternal June."

Westward Ho? Why, yes. Let's see more of this unusual land.

So we're off on the transcontinental from Melbourne, and enter South Australia for a stop-over at its capital, Adelaide, "The City Beautiful." Its 2,000 acres of parks, fashionable watering places, and mountain surroundings fill the visit with joy.

There again we board the transcontinental for a thousand-mile ride across the remainder of the country, to view the famous coast cities of Western Australia, including Freemantle on the Indian Ocean, and Perth on the winding river Swan, "city of gardens," with a 1,000-acre park and a mountain peak.

February is midsummer in these southern continents, and therefore our winter is the ideal season for a visit to their wonders.

ANSWERING THE ORIENT'S CALL

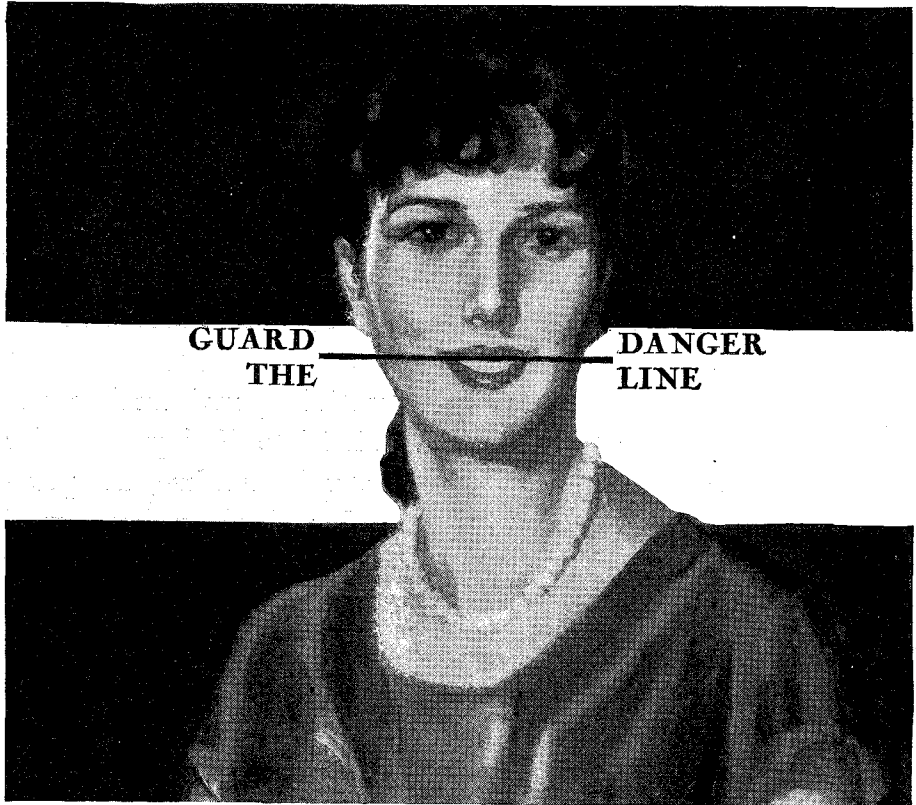
From across the Pacific comes the call of the Orient, with its urge of mystery, glamour, novelty. Well-appointed liners departing from Pacific-coast ports carry us away upon this travel adventure.

NIPPON IS DIFFERENT

Fujiyama, Japan's gleaming beacon, guides us into Yokohama Harbor. The Orient is here! We enter the land of

..vitality.. ..animation..

*Don't let this intangible enemy at
The Danger Line steal them from you*



So *OFTEN* women lose charm because of trouble with their teeth! And *not only the charm of a gleaming, attractive smile. . . .*

For we know now that health itself has no more treacherous enemy than tooth decay and gum irritations. Physicians and dentists tell us that thousands suffer from serious illness through tooth decay and gum irritations, and too often these ills result, not so much from neglect, but from *erroneous methods*.

For modern dental science has discovered that *merely brushing the teeth is not enough*. It is also necessary to neutralize the acids which attack the teeth and the gums in places beyond the reach of any tooth-brush—particularly at The Danger Line.

One dentifrice protects you from this danger. It is Squibb's Dental Cream, made with 50% Squibb's Milk of Magnesia. It penetrates all these tiny remote pits and crevices on your teeth. There it remains, neutralizing destructive acids,

preventing decay, safeguarding the health and vigor of your entire system.

Make your teeth and gums safe from acids at The Danger Line. Use Squibb's Dental Cream regularly. It is pleasant and safe for all. Contains no grit or astringents and helps to keep the mouth in a healthy condition. At all druggists—only 40 cents a tube. E. R. Squibb & Sons, New York, N. Y. *Manufacturing Chemists to the Medical Profession since 1858.*

Copyright 1928 by E. R. Squibb & Sons

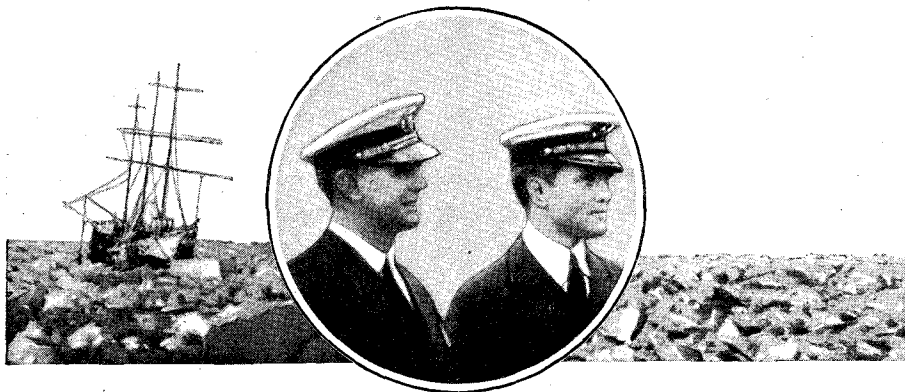
SQUIBB'S MILK OF MAGNESIA, from which Squibb's Dental Cream is made, also helps to promote proper alimentation. Its unsurpassed antacid quality helps counteract improper digestion. And its mild laxative action helps to relieve the system from the burden of fermenting food. At druggists, 25c and 50c a bottle. It is The Standard of Quality.

SQUIBB'S DENTAL CREAM

*The "Priceless Ingredient" of Every Product
is the Honor and Integrity of Its Maker*

LUDEN'S

Go with the Byrd Antarctic Expedition



The Byrd Antarctic Expedition has sailed determined to explore those terrible, barren wastes of ice and snow that surround the Southern Pole.

As Commander Byrd has said, "The Antarctic Regions have the worst and the coldest climate in the world. It is 20 to 30 degrees colder in the summer than the Arctic Regions, and therefore, the preparations for the Expedition must be made with the utmost care."

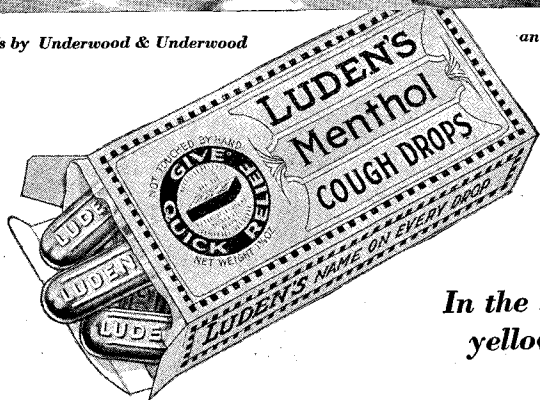
And as a measure of protection where nose and throats are constantly subjected to the rigors of this terrible climate—as a part of the supplies essential to success—the Byrd Antarctic Expedition carries with it 100,000 packages of Luden's Menthol Cough Drops. Luden's were chosen by the Expedition because—as millions of Americans know—nothing gives such quick relief from coughs and colds as Luden's Menthol Action. LUDEN'S, Inc.



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5^c



*In the triple-sealed
yellow package*

WINTER TRAVEL PLAY- GROUNDS—Continued

temples, pagodas, shrines, gardens with arched bridges, geishas, and colorful art.

Everywhere we go, the scenes and environment are unfamiliar. From Yokohama the train brings us to Tokyo, with its Imperial Palace and teeming millions.

Inland from Tokyo there is a five-hour ride to the exquisite shrines of Nikko.

At Kyoto we are shown the patriarchal Sakurara, a cherry-tree four centuries old. Then at Nara, the eighth-century capital, are seen the sacred deer and notable shrines.

From Nara the railway takes us through Osaka, "The Pittsburgh of Japan," to the port of Kobe, where we board steamer for a sail over the island-dotted Inland Sea to its confluence with Korea Strait.

Here is the island of Kyushu, whose port for the China trade is Nagasaki.

ACROSS TO CHINA

Chosen (Korea) lies northward and China to the west. We may go to the Celestial Kingdom directly across the Yellow Sea, sailing from Kobe or Nagasaki to Shanghai. Or we may cross the Korea Strait to Fusan and entrain for a rail trip through Chosen to Seoul, thence into Manchuria to Mukden and on to Tientsin. Its rikshas, ivory, lace, and cloisonné shops, its pagodas and picturesque people, introduce us to the heart of the Orient.

From Tientsin we take a trip that includes a walk on the Great Wall of China, and returning board the train for Peking, the ancient capital. Again we come back to Tientsin for the intimate view of China afforded by the rail trip to Nanking, on the Yangtze-Kiang River, and to the great port of Shanghai.

Then on by steamer to South China, visiting Hongkong, with fascinating sights, and to Canton, near which we go to Macao, the Monte Carlo of China.

ON THE ROAD TO MANDALAY

South of the China Sea lie colorful lands of the Orient, beginning with our own Philippines.

Beyond, we may visit conveniently by the Round the World Cruise ships, Bangkok, "The Venice of the Orient," in exotic Siam, its splendor amazing.

At Batavia we set foot upon Java, one of the "spice islands," its tropical fruits, wild orchids and vegetation giving it the designation, "Garden of the East."

Sumatra, in which nature is also luxuriant, is entered at Padang.

Debarking at Tarakan, off the beaten travel pathways, we have a glimpse of Borneo's tropical paradise.

Arriving at the Straits Settlements, Singapore—at the crossroads of the eastern seas—entertains with its bazaars, spirit houses, pagodas, and temples.

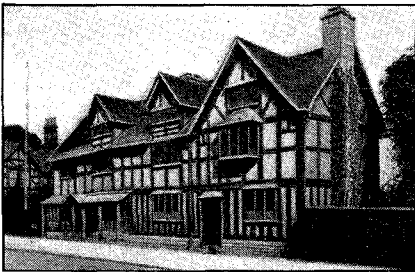
Landing at Rangoon, Burma, we are "On the Road to Mandalay," and here we stand spellbound before the great Buddhist Pagoda—Shwe Dagon, 4,000 feet high, studded with precious gems, its walls gleaming in gold.

Ceylon, "The Pearl of India's Brow," discloses the gentle Singhalese, whom we hear speaking Sanscrit, in Colombo.

And, finally, India, "like a panorama of the Arabian Nights," with its rajas, beggar priests, motor-cars, crowding camels and elephants, Hindus, Buddhists, Mohammedans, smart British soldiers—a riot of contrasts. At Bombay we are absorbed with the Cave Temples and their ancient sculptures, with the Hanging Gardens, "Towers of Silence," and scores of other unusual sights. By train we may journey to Calcutta, visiting en route, Agra with its Taj Mahal, the world's most beautiful tomb; Delhi, the capital, replete with architectural treasures; Benares on the Ganges, sacred city of the Hindus. From Calcutta we may make an excursion to Darjeeling, under the brow of the Himalayas.

WINTER IN EUROPE

More than one hundred thousand Americans and Canadians, men, women, and children, leave the Atlantic ports during the winter months for the fifty tourist ports of Europe. This passenger movement before the war was confined largely to the wealthy classes, who desired to enjoy the social seasons at the various European capitals or participate in the revels of luxury on the various fashionable Riviéras. These have not ceased to go, but their number has been increased many times by passengers of



GREAT BRITAIN

limited means who prefer this season of the year for their annual vacation.

WINTER IN OLD ENGLAND

No tourist literature will ever persuade the visitor from American shores that the British Isles have the lazy charms of North Africa or Monte Carlo to offer in winter, but an intelligent survey can not ignore the fact that thousands of persons choose the British Isles every year for their winter vacations. The modesty of Englishmen and their dislike of public announcements have kept many in ignorance of the really pleasant places and merry life which can be enjoyed there, from tobogganing on the mountains of Scotland and Wales to the sunny Riviéras of the south coast. And if the visitor wants an old-fashioned Christmas, where on this planet can he find one, à la Dickens, more to his heart's desire, than in one of the old English inns, where roast beef and plum pudding ceremoniously start a round of merriment which most of us know only in books. Added to these joys, the visitor, unlike the hasty summer tourist, can find England at work. And the great universities, especially Oxford and Cambridge, with the students at their books, are more interesting than the empty halls seen in the summer time.

On the south coast may be found the sunny resting-places of the English Riviera. In places like Torquay, Paignton, Bournemouth, and the Isle of Wight, life is lived, not merely poured out as if it were something to be disposed of quickly. Torquay is protected on the north, east, and west by eight hills and receives all the sun has to bestow, and thousands of Englishmen prefer this coast to the Mediterranean. There is very little difference here between the temperature of May and December, and fog is unknown. Records kept for a number of years show that it has had 50 per cent. more sunshine in the winter than the principal British resorts. At the Isle of Wight you have Queen Victoria's old resort, long loved by her for its sunny winter days. Ventnor has seen snow only twice, and when

the London *Daily Mail* conducted a newspaper competition on winter sunshine, Ventnor outdistanced all other places with 1,755 hours of sunshine per annum. Weymouth, sheltered by the Dorset hills, is another good winter place; Minehead, the gateway to the Lorna Doone country, is still another where snow and frost are almost unknown; Ilfracombe, Plymouth, Falmouth, Newquay, Penzance, and St. Ives with its quaint little artists, studios, cobbled streets, and curiosity shops, are all good. The mean winter temperature of St. Ives is only four degrees less than that of Rome, Italy.

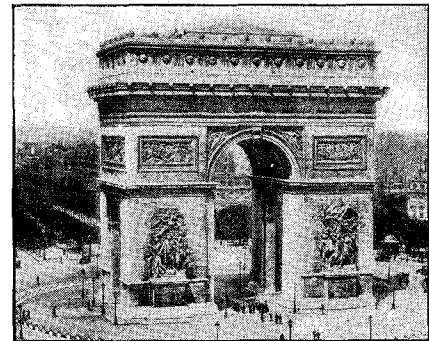
IRELAND'S WINTER ATTRACTIONS

Ireland is the green isle in winter even as in summer. From northwest Donegal, where the shooting is cheapest and the salmon-fishing earliest, down to Killarney, Ireland still welcomes hosts of winter tourists. Much of the shooting is free or may be rented very reasonably, and while grouse are not as plentiful as in the old days, cock, snipe, and hares abound. Salmon-fishing in the Lennan starts on New Year's Day. If one may enjoy this sport in Donegal and have good hotels to take care of the fishers from January 1 to March, then it can be done all over Ireland. The Irish Tourist Association publish a list of "Salmon Rivers in Ireland," telling where fish may (or may not) be caught, and it includes eighty rivers and lakes, many of which have their best season from the middle of January to June. In the south of the Emerald Isle, we can quote Thackeray in behalf of Glengarriff, tho every hotel keeper in Glengarriff has quoted the sentence for half a century. "I have seen Killarney since," he wrote, "and am sure that Glengarriff loses nothing by comparison with this most famous of lakes. Rock, wood and sea stretch around the traveler—a thousand delightful pictures." The winter climate in this region resembles

Madeira, for the Gulf Stream never lets the coldest winter day get a temperature of forty degrees. Christmas in Ireland is as picturesque as in England, and the hotels at Dublin, Glengarriff, Tramore, and other parts are as festive as the castles.

IN THE SCOTTISH HIGHLANDS

Scotland has always one thing to offer the winter tourist to keep him warm—hot porridge! That he needs it here more than elsewhere, however, is debatable. Scotland has hardly yet awakened to its fine winter playgrounds, which are certainly equal to any. Skiing in the Highlands is now being planned, and it is even prophe-



FRANCE

sied that it will be as common in winter as golf in summer. For mountain climbing there are 543 peaks of over 3,000 feet, and the Scottish Mountaineering Club affirms the joy of all manner of thrills reaching these peaks through the snow. Most of them present great toboggan runs. Where there are lakes, there is skating and curling. Where there is mist and storm, there is also color and beauty, and the racing clouds over the moors, the sudden twilights, the sunbursts through the mists

THIS WINTER'S WORLD-ENCIRCLING CRUISES

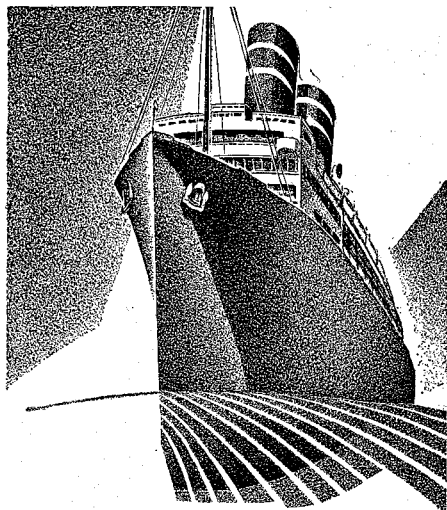
<i>Leaving New York Dec. 17</i> Red Star Line S.S. BELGENLAND In cooperation with American Express Company 135 Days' Cruise	<i>Leaving New York Jan. 7</i> Hamburg-American Line S.S. RESOLUTE Auspices Hamburg-American Line 140 Days' Cruise	<i>Leaving New York Fortnightly</i> Dollar Line "PRESIDENT STEAMSHIPS" Dollar Line Round-World Service 105 Days' Cruise	<i>Leaving New York Jan. 15</i> Cunard Line S.S. FRANCONIA In cooperation with Thos. Cook & Son 136 Days' Cruise
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SOUTH AMERICA—AFRICA, AND AROUND AFRICA CRUISES

<i>Leaving New York Jan. 22</i> South America-Africa Cruise Canadian Pacific S. S. DUCHESS OF ATHOLL, Auspices of the Canadian Pacific Steamship Company, 104 Days' Cruise.	<i>Leaving New York Jan. 12</i> Round Africa Cruise Cunard Line S. S. CARINTHIA, Auspices Raymond & Whitcomb, 80 Days' Cruise.
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THIS WINTER'S MEDITERRANEAN CRUISES

<i>Leaving New York, Jan. 3</i> French Line S. S. FRANCE Auspices French Line 32 Days' Cruise	<i>Leaving New York, Jan. 2</i> Cunard Line S. S. SAMARIA Auspices Raymond-Whitcomb 66 Days' Cruise	<i>Leaving New York, Jan. 30</i> Anchor Line S. S. TRANSYLVANIA Auspices Frank C. Clark 66 Days' Voyage	<i>Leaving New York, Feb. 7</i> Holland-America Line S. S. ROTTERDAM Auspices Holland-America Line 72 Days' Cruise	<i>Leaving New York, Feb. 28</i> White Star Line S. S. ADRIATIC Auspices White Star Line 45 Days' Cruise
<i>Leaving New York, Jan. 3</i> Nav. Generale Italiana M. S. AUGUSTUS Auspices of Navigazione Generale Italiana 11 Days' Voyage	<i>Leaving New York, Jan. 26</i> Lloyd Sabaudo S. S. CONTE BIANCAMANO Auspices Lloyd Sabaudo 11 Days' Voyage	<i>Leaving New York, Jan. 31</i> Hamburg-American S. S. NEW YORK Auspices Hamburg-American Line 70 Days' Cruise	<i>Leaving New York, Feb. 7</i> French Line S. S. FRANCE Auspices French Line 32 Days' Cruise	<i>Leaving New York, March 9</i> S. S. LAURENTIC Auspices White Star Line 45 Days' Cruise
<i>Leaving New York, Jan. 5</i> Lloyd Sabaudo S. S. CONTE GRANDE Auspices Lloyd Sabaudo 11 Days' Special Voyage	<i>Leaving New York, Jan. 26</i> White Star Line S. S. HOMERIC Auspices Thomas Cook & Son 67 Days' Cruise	<i>Leaving New York, Feb. 2</i> Nav. Generale Italiana S. S. ROMA Auspices Navigazione Generale Italiana 11 Days' Voyage	<i>Leaving New York, Feb. 14</i> White Star Line S. S. CALGARIC Auspices James Boring 68 Days' Cruise	<i>Leaving New York, March 14</i> French Line S. S. FRANCE Auspices French Line 25 Days' Cruise
<i>Leaving New York, Jan. 10</i> White Star Line S. S. ADRIATIC Auspices White Star Line 45 Days' Cruise	<i>Leaving New York, Jan. 20</i> Cunard Line S. S. SCYTHIA Auspices Frank Tourist Company 67 Days' Cruise	<i>Leaving New York, Feb. 4</i> Canadian Pacific S. S. EMPRESS OF SCOTLAND Auspices Canadian Pacific 72 Days' Cruise	<i>Leaving New York, Feb. 16</i> Cunard Line S. S. MAURETANIA Auspices Cunard Line 40 Days' Cruise	<i>Leaving New York, Jan. 31, Feb. 23, April 19</i> Fabre Line FABRE LINE FLEET Auspices of Fabre Line 42—41—37 Days' Cruises



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All Expenses \$160 up

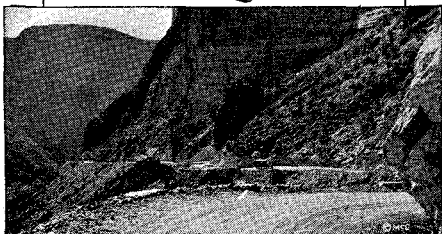
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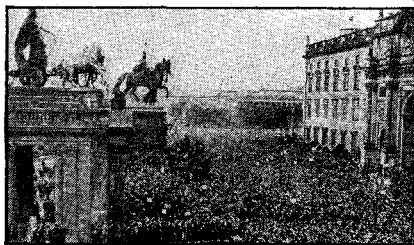
Address _____

WINTER TRAVEL PLAY. GROUNDS—Continued

of morning, all have had a share in luring artist and tourist to the Highlands north of the Tweed.

FRANCE FOR WINTER FETES

Read the biographies of the cultured leisure classes of Europe for the last seventy-five years, and it is noteworthy that when winter comes they have an address somewhere in the south of France. Here on the 200-mile coast of Azure from Marseilles to Ventimiglia, amid its mountain-sheltered rocky capes and peninsulas, gulfs, and islands, you will find from New Year's Day till spring the folk who have made the Riviera famous. This is the land



GERMANY

of Barbary fig-tree and orange, citron, and pomegranate, where rosemary and lavender peep from niches in the rocks, and where the mean annual temperature is sixty degrees. In the Middle Ages it was the land of the Troubadours and the "Courts of Love," and its carnivals, now so famous at Nice, Cannes, and Monte Carlo, are as old as the Provençal festivals of the sixteenth century.

Any day from now on till long after Christmas, sunshine-hungry crowds gather to the Gare de Lyon in Paris, leaving it in the mist and beneath the dull clouds, to jump from the train less than twenty-four hours later at Nice, Mentone, or Hyères, nestling beside the warm and sunny Mediterranean. The difference in their emotions is noticed first between Toulon and Saint Raphael. It's the same train which left Paris, but the world about it has changed, and every face in its carriages is aglow with the happiness which sunshine brings. The railway stations are no longer drab and stodgy, but set in gardens which obviously belong to a warmer climate.

What may one do on the Riviera? Ask any American what he would do at Palm Beach, and then add to the enchantments and amusements a double glory. Golf, fêtes, concerts, winter bathing in the sea, promenades of fashion and beauty, gay life at night in and about the casinos; theaters, flower festivals, dancing, tennis, yachting, and racing. The Great Mimosa Fêtes at Cannes and the Battles of Flowers at Nice in February are famous wherever pleasure is known. The unrivaled every-day life at Monte Carlo in winter is the result of the planning of the greatest amusement experts in the world, and there seems to be no limit to the charming auto tours which can be made from it, to the Sanctuary of Laghet, to Cap Ferrat, to picturesque La Turbie and its Augustus Caesar Tower, and along all the fine Corniche roads. The cloudless sea will fascinate for hours. What the hotel industry has done for France is a reproachless byword, but if you wish to know the finest that France can give in the way of a good bed, a good table, and all things suitable to a variety of pocketbooks, you must sojourn on the Côte d'Azur.

France, like Switzerland, however, has a large and happy winter sport region, which now attracts as large numbers as the Riviera. This can be found in the Alpine and Jurassic heights about Chamonix, Mont Revard, and Aix-les-Bains, Combloux, and Saint Pierre-de-Chartreuse. Here all sorts of "elegant diversions" to

South America

A rush of water astern... the ship's orchestra strikes up... handkerchiefs wave... and you're off!... Yes, off to the summer glories of South America... where the season is opposite to ours... where crystal clear waters sparkle... where a tropical moon casts its silvery glow through palmetto and poinciana trees... Join the gayety-loving throngs of wonderfully beautiful Rio de Janeiro... of flower-scented Montevideo... of metropolitan Buenos Aires, Paris of the Western World.

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meet all purses are provided—ski-fields, bob-sleigh runs, skating-rinks, and every conceivable kind of ice fête. Chamonix is the winter Deauville, and its thirty hotels can accommodate 7,000 tourists. If you want to see a real Ben Hur chariot race up to date, Chamonix provides it on its wonderful acres of ice. All these winter resorts are less than eight hours from Paris, so that if there is an opera in town which you must see, the journey is not tiresomely long. Here are the magic names of this region: Megeve, Villard-de-Lans, Monestier-de-Clermont, Briançon, Peira-Cava, the Plateau de Beuil, Thorenc and its lake, and those which are mentioned above.

GERMANY, ORIGINAL SANTA CLAUS LAND

Germany is so loved in the spring, summer, and autumn by the American tourist, that it is sometimes forgotten what a delightful land it is when the snow is on the roof and the logs are rolled in for the fires. It is said that the Germans first introduced Santa Claus and Christmas-trees to America, and we all remember the magic which they have woven about this merry time.

Near Baden-Baden, Triberg, Titisee, Todtmoos, and in the Black Forest, there



SWITZERLAND

are some of the most exhilarating ski runs on the Continent, magnificent ski-fields and toboggan runs, while on the Black Forest lakes is many a good skating-rink. The traditional hospitality of the Badenese makes every sport a double enjoyment.

In beautiful Bavaria we have the winter Mekka of Germany. Garmisch-Partenkirchen is lovely in the summer, and Oberammergau in the hills is a much-visited shrine, but in winter the electric-lighted skating rinks, ski and toboggan runs transform the landscape. This is especially true at Allgäu, Füssen, Obersdorf, Oberstaufen, Bad Worishofen. At Füssen is Neuschwanstein Castle, one of the finest turreted castles in the world, perched on its rocky mount over 3,000 feet high, and the region is a magnificent center for tours in the Allgauer and North Tyrolean Alps. As an added attraction, Munich is only a short run away, and there the winter nights are charmed with music and merriment, such as Bavarians only know how to give.

What we have recorded of the Black Forest and the Bavarian Highlands is also true of Thuringia. With Erfurt, Weimar, Gotha, Eisenach, and a region intimately associated with Martin Luther, Goethe, Schiller, Wagner, and the Middle Ages, you may enjoy all the well-known winter sports and health life. Here in the shadow of old Wartburg, scene of Tannhäuser, and amid the fairy grottoes at Saalfeld in this ancient forest—in the land of Sonneberg, where the aides of Santa Claus make hundreds of thousands of the toys which cause children's eyes to dance at Christmas-trees all over the world—it seems as though you live in the castles of the Kings of Winter. Other winter resorts are Masserberg, Zella-Mehlis, Oberhof, Tabarz, and Friedrichroda.

In Saxony, Germany's own Switzerland, the story repeats itself, and whether one stays at Dresden or Chemnitz for the sports in the Erzgebirge, or wanders on to the splendid ski-fields at Zittau on the borders of Czechoslovakia, everywhere there are glowing fires in comfortable hotels. In the Erzgebirge, remember that the finest white seasons, where tourists are catered for, are at Annaberg, Zwickau, and almost any town or village in the Auersberg District.

Remembering the vast development of



His progress entitles him to better tobacco

THIS Christmas—give him Old Briar Tobacco. He is worth-while and is entitled to better tobacco, just as he is entitled to better clothes, and better standards of living. So tell him—with your gift of Old Briar Tobacco—that you appreciate his progress.

If for any reason your dealer hasn't Old Briar Tobacco packed in the \$1 ideal gift size—a handsome humidor tin—use the coupon below. Simply state the number desired and enclose \$1 money or check for each tin. These will be sent postpaid, protected from damage by substantial packing.



The popular size 25c package—two pouches wrapped together

Only the highest quality tobaccos, entrusted to experts with years of scientific knowledge in the art of mellowing and blending, go into Old Briar Tobacco. And quantity production makes it possible at such a reasonable price.

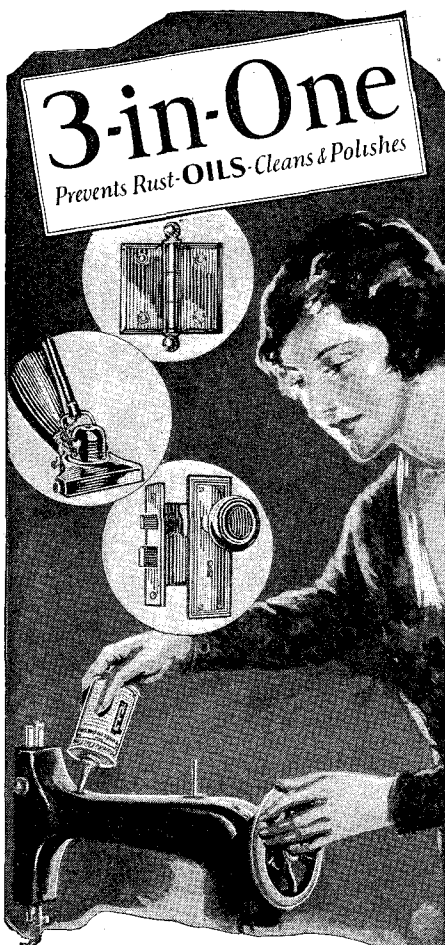
United States Tobacco Company L. D. 12-15-28	
Richmond, Virginia, U. S. A.	
Gentlemen: Please send to the address below	
..... \$1 gift sizes of Old Briar Tobacco,	
for which I enclose \$.....	
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Address.....	
City.....	State.....

Of All the Pleasures Man Enjoys Pipe Smoking Costs the Least

Old Briar Tobacco

"THE BEST PIPE SMOKE EVER MADE!"

United States Tobacco Co., Richmond, Va., U. S. A.



Stops Squeaks Saves Wear!

The slight cost of properly oiling your household mechanisms with 3-in-One is repaid many, many times in freedom from disturbing squeaks; in reduced wear of expensive apparatus; in fewer repair bills.

For most satisfactory results, use 3-in-One regularly and liberally on sewing machines and the motors of sewing machines, vacuum cleaners, ventilating fans and all other light motors; on locks, hinges, bolts and window catches; on go-carts, bicycles, skates and tools.

3-in-One penetrates quickly, stays put, oils perfectly. It is not limited to the properties of one oil, but combines the virtues of several—all of highest quality. These oils are scientifically compounded to make a perfect blend.

3-in-One is worth a lot more; costs but a trifle more.

Sold by grocery, drug, notion, hardware, department and general stores in two size Handy Oil Cans and three size bottles.

Manufactured since 1894
THREE-IN-ONE OIL COMPANY
130 William St., New York, N. Y.

Free Sample: To try before you buy, send postal for generous sample and illustrated Dictionary of Uses.

Here's News From Toronto

A Toronto lady writes: "When the pedals or the action of my reproducing grand piano squeak, I oil with 3-in-One."

(Name on request)



WINTER TRAVEL PLAY- GROUNDS—Continued

air traffic in Germany, it is well to record in this place that winter schedules are followed as regularly as those of summer. The recent completion of signal lights on the Berlin-Hanover route makes it possible now for airplanes to cover the Berlin-Paris and Berlin-Amsterdam-London routes in a single day. During the "high winter" from November 3 to February 4, about 5,000



ITALY

miles will be flown daily, while in the weeks before and after "high winter," twice that distance will be covered.

SWITZERLAND—THE "ORIGINAL" WINTER RESORT

The tourist knows that however much humor is engendered by facetious references to "the Swiss navy," the land of the Alps has service from more ports than any other country. It is served by Cherbourg, Havre, Boulogne, Bordeaux, Marseilles, Genoa, Trieste, Rotterdam, Bremen, Hamburg, and in these days of flying there is nothing incongruous in leaving London or Stockholm for Switzerland. It is the original winter resort of the Continent, but unlike other "originals" you do not have to "beware of imitations," for any country which tries to approximate or surpass what the Swiss have to offer in the way of winter attractions, will only add to the enjoyment of a winter in Europe.

Ever since the days where Voltaire, Rousseau, Lord Byron, Longfellow, Wagner, and Tolstoy came to Switzerland to do their work, it has been sought out by folk who want a good climate when the rest of the world is battling with winter. The strong solar refraction permits of exercise being taken in the open in ordinary clothes when the temperature is below thirty-two degrees. If sick people are sheltered from the wind, as at Davos, Arosa, Montana, and Leysin, they can lie in the sun for hours, and sometimes children can be seen here playing in the snow, clad in nothing but a pair of good shoes.

Switzerland is the great ski-land. Snow, which was once an impediment to traffic, now provides a glorious white route for all who indulge in this exercise. Dr. Nansen says: "Nothing gives more strength to the muscles, nothing makes the body more supple, nothing gives so much *sang-froid* and agility, nothing strengthens the will so much, nothing keeps the mind so fresh and alert as skiing." In the Engadine, this winter, ski competitions and other winter sports are in full blast almost every day. On Christmas Day at St. Moritz will occur the first big Ice Gymkhana on the ice stadium, with a grand opening Festival, and at the same stadium, on the 29th, will occur the International Ice Hockey Match. On January 5 will be held the Ice Festival on the Kurverein rink, and January 7 is scheduled for the sealed Handicap Race for Toboggans on the world-famous Cresta Run. On January 9 artistic skating competitions will be held at Lausanne, and on the 13th Davos has its ski-jumps and races. The great Curling Matches on the ice will come to Wengen on January 24, and so on. The calendar is full of such events at Airolo, Ambri-Piotta, Rodi-Fiesso, Arosa, Celerina, Château d'Oex, Engelberg, Flims-Waldhaus, Kandersteg, Les Diablerets, Murren,

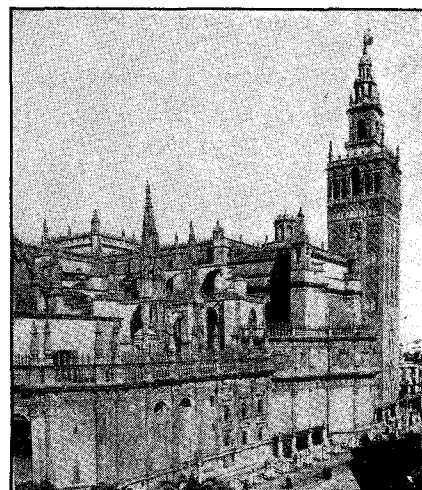
and Montreux. Horse races on the snow occur at Gstaad on February 3, and Basle expects to be crowded with tourists on February 18 for the Grand Carnival, which opens there on that day, while at the warmer resort of Lugano, the Golf Championship Tournament is held in February.

Adepts at winter sports have plenty of choice in Switzerland. Wherever there is snow there is fun, and snow is everywhere. Frosted forests like seas of branched white coral, dazzling panoramas beneath a resplendent sun, come to view from lofty peaks and across valleys as pretty as an old-fashioned Christmas-card. All the resorts have luxurious hotels where far more comforts than the average home provides may be had, and the world on the other side of the mountains is intimately touched by newspapers and the radio.

ITALY—THE ALWAYS-SUMMER LAND

Italy is one of the few countries of Europe which need no tourist propaganda to attract Americans in either winter or summer. It is like the "good wine that needs no bush," if such a simile can be understood by those who live in an age when a tavern no longer displays a green bush to call the attention of travelers to its existence. Italy never lacks tourists in the winter time, as any one may see if he investigates the full liners which leave our ports for the Mediterranean both before and after Christmas. The fineness of the accommodations and the excellence of the cuisine on all steamships taking Americans to Italy is so astonishingly high that ordinary language is apt to be misunderstood as mispraise.

To tell where to go is like writing an Italian gazetteer, for from the winter-sport regions in the Dolomites and the Tyrol to the warm flower lands of Sicily and the Naples Riviera, the "Italian Christmas Stocking," as winter travelers call its odd shape, is full of things the heart desires. On the Ligurian Riviera, we have Alassio, Bordighera, Leghorn, Levanto, Nervi, Ospedaletti, Pegli, Portofino, Rapallo, San Remo, Sante Margherita, Spezia, Varazze, and Zoagli. On the eastern Adriatic, next door to Greece, we have Abbazia, Laurana, the Brioni Islands, and Trieste with its lovely environs. On the Lake Garda Riviera we have Bogliaco, Fasano, Gardone, Salò, and Sirmione. On the



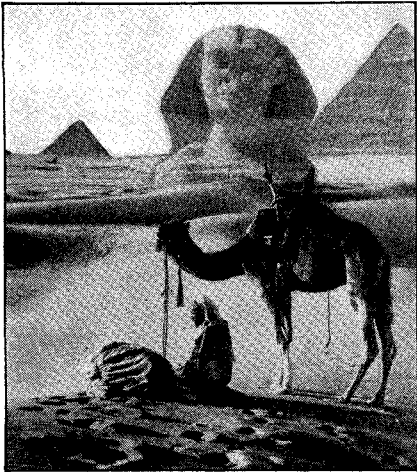
SPAIN

famous Naples Riviera we have our old friends, Amalfi, Capri, Paestum, Ravello, Salerno, and the town of the sirens, Sorrento. In Sicily the magic names are Palermo, Girgenti, Segesta, Syracuse, Taormina, and Lipari Island. We have not mentioned Rome, Florence, Merano, Venice, and Viareggio, but no one would ever dream of leaving them out. So this is the sunniest of winter lands, equipped "from top to toe" with hotels, pensions, and every comfort or convenience that tourists may desire.

Probably the world has never known a

land so rich in names which have been sculptured on the foundations of the planet. That the country itself, its mountains and valleys, its romantic hillside villages and bits of paradise planted by the cloudless seas, has much to do with its glorious history, those who know Italia best, and therefore love it, will gladly testify.

No resort, however small, is lacking in charm or interest. Indeed, it is well to seek out the small places, so easily discovered in excursions from the better-known places. Here among the little homes and modest pensions will be found the real Italy and the lovable Italian heart. The largest English-speaking tourist colonies in winter are at Alassio, Bordighera, San Remo, Capri, Taormina, Bogliaco, and Gardone, and in them it is easy to acclimatize one's self to the new country.



Courtesy of the Hamburg-American Line
EGYPT

Many Americans, Canadians, and English people now take their families to Italy for the winter, and to meet the needs of their children, splendid English and American schools exist, owned and taught by graduates from the leading English universities. There are six such in Florence, four in Rome, and one each in Viareggio, Rapallo, Alassio, and Naples.

SPAIN, LAND OF ROMANCE AND COLOR

Why not a winter in Spain, where it is still true, as the melancholy knight said that, "there are opportunities, Brother Sancho, of putting our hands into what are called adventures up to our elbows"? Spain is the most accessible country of Western Europe, in which travelers can get "off the beaten track" of travel. "The attractions of its principal cities," says Edwin Robert Petre in his "When You Go to Europe," include:

Madrid, the capital, only twenty-four hours from Paris, has to show the tourist interested in art the superb Velasquez, Murillo and Goya collections in the Prado Museum; the Royal Armory with its great collection of medieval armor; the Plaza de Toros with its immense bull-ring; the cathedral, and the gardens of the Royal Palace; Seville with its fine cathedral and Giralda bell-tower, the Royal Alcazar, its museums and gardens; Granada, with its world-famous Alhambra, celebrated by Washington Irving, and its Moorish memorials, the unfinished Palace of Charles V, and the Capilla Real, the burial-place of its "Catholic Kings"; Barcelona with its old Catalanian environs and atmosphere, its Rambla promenade of flower girls, its Cathedral and the Teatro del Liceo, one of the largest theaters in Europe; Valencia with its tinted church domes and semi-oriental appearance, its Cathedral, and the massive Torres de Cuarte; Cordova, the Mekka of the west, with its old Moorish walls, built on Roman foundations, its Cathedral which was once a Mosque, and one of the most remarkable edifices in the Mediterranean world.

An Act of the Select and Common Councils 127 years ago that saved money for Philadelphia taxpayers in 1928

A lesson in public economy which will be of interest to property owners everywhere!

In the year 1801 the City Fathers of Philadelphia passed an act authorizing experiments which would determine the best possible pipe for the city's new watersystem. Testing was continued for fifteen years. Cast Iron Pipe was then officially adopted.

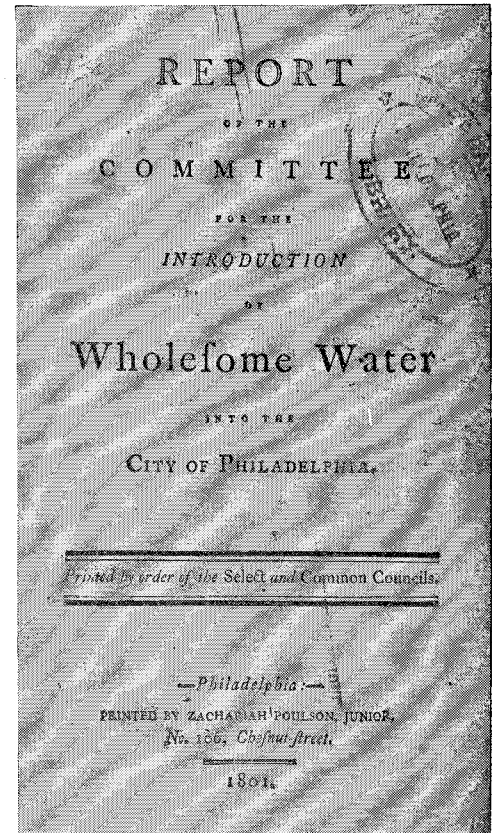
Today, beneath the roaring traffic of a great city, Cast Iron Pipe laid more than 100 years ago is still in service. The predictions of the forefathers have been fulfilled. Cast Iron Pipe has saved Philadelphia taxpayers millions which would have been required had shorter-lived material been used. And Cast Iron Pipe has saved millions for the tax-



payers of many other cities, large and small, throughout the country.

For Cast Iron Pipe's full span of life has never been measured. Mains that have been in service for 250 years are still in use. Once laid, Cast Iron Pipe may be forgotten.

The Cast Iron Pipe Research Association offers to taxpayers, city officials and engineers, authentic data on every subject pertaining to the use of pipe for



"In the opinion of some gentlemen, iron has been thought to be the best material for pipes; and in order to procure a fair experiment, the committee have obtained a few feet which are now at Centre Square, and appear to be well-cast."

water, gas, sewers, road culverts and for industrial needs. All information is supplied without cost. Address: Thomas F. Wolfe, Research Engineer, 122 South Michigan Ave., Chicago.

The Cast Iron Pipe Research Association is a service organization of leading pipe founders, formed to promote the scientific improvement and proper use of Cast Iron Pipe. Its members are: American Cast Iron Pipe Co., Birmingham, Ala.; James B. Clow & Sons, 219 N. Talman Ave., Chicago, Ill.; Donaldson Iron Company, Emaus, Pa.; Glamorgan Pipe & Foundry Co., Lynchburg, Va.; Lynchburg Foundry Company, Lynchburg, Va.; National Cast Iron Pipe Company, Birmingham, Ala.; United States Cast Iron Pipe & Foundry Company, Burlington, N. J.; Warren Foundry and Pipe Company, 11 Broadway, New York City.

CAST IRON PIPE

WINTER TRAVEL PLAY- GROUNDS—Continued

MAGIC OF THE MEDITERRANEAN

The story of Spain and Italy is part of the magic of the Mediterranean. It is the one sea which has been contemporary with all history. The Pacific and the Atlantic have been known to us for less than a thousand years, but the "Mare Mediterraneum" has been the "Great Sea" from the unremembered past. The ancient nations which "ruled the waves"—Phenicians, Carthaginians, Greeks, Romans, Venetians—were all Mediterranean peoples. It is the sea of the ages. On its waters Odysseus journeyed home from Troy and Aeneas made his classic voyages. It bore Cæsar's prow as he set forth to conquer, and carried the argosies of Byzantium as they brought home the wealth of earliest romance.

In the lands that lock this sea, and about its magic harbors, have lived those masters of beautiful living, who to-day are the undying inspiration of the race—the heroes of the Bible, the teachers of Greece, the great of Rome, the lights of the Dark Ages, Petrarch, Dante, and St. Francis, and last of all, the modern world's first poet-travelers, Byron, Shelley, and Keats. Old Dr. Johnson once wrote, "All our religion, almost all our laws, almost all our arts, almost all that sets us above the savages, has come to us from the shores of the Mediterranean."

When the liners begin to leave the blue crests of the Gulf Stream at the ancient Pillars of Hercules, they course immediately past sun-bespangled Spain, the rose-tinted shores of the Riviera, the villacrowned harbors of Italy, till the azure arm of the tideless Adriatic brings the sunny isles of Greece to view. Instead of the frail sloops which wrecked St. Paul in one age and Shelley in another, the modern tourist cruises in galleons of grandeur of which Croesus never dreamed, and over which Julius Cæsar never hoped to have command.

A Mediterranean cruise gains nothing by stopping everywhere. The sea is the thing. Whether the horizon of land be hidden or seen, it is a necklace of memorable names from Seville and Cadiz, past Monte Carlo to the gondola-swept waters of Venice. With ships from far Rio de Janeiro and the west coast of Africa, you enter Portuguese Lisbon, which is the first harbor to open its arms toward the west. Here in the land of the "Lusiads" you may live again with Camoens or its other great citizen, St. Anthony of Padua.

After Cape St. Vincent and Cape Trafalgar are left behind, the "Jolly Roger stronghold" of Gibraltar lifts its 1,500-foot face to look at us, and across the eight miles of the strait to Morocco, where Tangier, Fez, and Casablanca begin to fill with warm-weather tourists as soon as the snow begins to fly in other countries. Here, cheek by jowl, the luxury of Europe and the color of the turbaned East are found. This part of North Africa is the festooned gateway to the resorts of eternal summer. At Casablanca, the Pegasus of petrol can wing you to the cool and refreshing days on the Atlas Mountains or to the warm beauty of the Garden of Allah.

SCENIC AND HISTORIC LANDS

As the cruise-liner skirts the weird and wild coasts of Sardinia, ravaged in ancient days by the Vandals, Goths, and Saracens, the dream of the unspeakably beautiful Bay of

Naples fills the mind, and anon the eyes. It is the stage of a classic drama with Vesuvius in the background; in the left wing the Phlegrean fields match the marvelous terraced beauty of the right, where Sorrento and Amalfi slip down like bathing maidens into the sea. Where the footlights flash, the ravishing isles of Capri and Ischia play like children on the strand.

On these shores the mind is numbed by beauty and the significance of two thousand years. Here, by the ancient Tiber, Cæsar fell and Tully spoke; here Augustus, Aurelius and Constantine chiseled their names on the scroll of history; yonder, where white Assisi sleeps by Mount Suvasio, St. Francis preached to the birds, and in little Arqua, Petrarch dreamed of Laura. Here wandered, each in his day, Gibbon and Goethe, Byron and Shelley, Keats and Browning;



Courtesy of the Hamburg-American Line

JERUSALEM

here labored the artists supreme—Michelangelo, Da Vinci, Raffael, and Cellini. This is Italia, the garden of Europe.

But the cruise moves on; even as the gods who give spring also throw summer into the lap for full measure, so across the Ionian Sea we come to Hellas. At Patras by the Gulf of Corinth we land for Athens. The ancients had fourteen mountain ranges which they named Olympus, the home of the gods, and one of these is near Patras. Here, on the famous Plain, since B. C. 776 the great games of the Greeks were played. Modern Athens, with its electric lights, taxis, and modern hotels, can not hide its classic past. If ruined temples are but silent stones, the very street-names betray the secret, for we see them named after Xenophon and Hermes, and your boot-black may be an Alcibiades, and your barber called Themistocles. If you have but an evening for "the glory that was Greece,"

catch it at sunset time, when the sun descends behind the Acropolis or the Temple of Jupiter.

From Greece to Egypt is but "across the way." Only seventy-two hours from Marseilles, Genoa, or Trieste, and the romance of the world's earliest civilization is all about you. It is the winter resort *par excellence*, for all who visit the sunny land on the edge of the desert come between October and May. The dream that never hoped for realization here comes true, and any morning you can leave your luxurious hotel and go to the Pyramids, question the Sphinx, meander about Cairo. Nothing seems real in this city at night. From Kasr-el-Nil, which joins the city with the green isle of Gezireh, night flouces toward one like a gipsy queen. The maze of the city behind the Ezzekiah gardens hums a hymn of Babel tongues from a motley crowd. As the old Nile mirrors the black giant palms, you may sip your coffee or muse, as never in the west, of the days long ago, when from its shadows and mysteries came forth the people who gave to us Moses, Isaiah, and the Teacher of Nazareth. After you have seen Luxor, visited the tombs in the Valley of the Kings, and enjoyed the Nile trips up to Assuan, there remain the most up-to-date attractions—opera, concerts, horse-races, camel-races, golf, tennis, and boating—which so strangely contrast with the ancient temples and ruined treasures on every side.

Whither this winter? This is a question with a quest, and the quests which have etched the fullest satisfaction in the hearts of mankind have been made in voyages from the realms of the commonplace to far lands of strange beauty, whose harbors have anchored the Odysseys of a magnificent past. In the Mediterranean, from the land of Don Quixote and Carmen to the golden sands of Tut-ankh-Amen, we have one of the most correct answers to our question. A Mediterranean cruise! If not, then a winter in Spain. Or, if not Spain, then Morocco, or Algiers, or Greece—or Egypt, which all men owe a visit to pay in part the debt we owe its history and achievement.

AFRICA—THE MYSTERIOUS

The Mediterranean, however, is but the blue-crested vestibule to the longer and finer cruises which large numbers of Americans will take this winter to Africa. The routes give the tourist a choice from the Mediterranean through the Red Sea and round the continent to the west, or from the United States to South American ports and thence across the southern

REGULAR STEAMSHIP SERVICES TO EUROPEAN PORTS

GREAT BRITAIN, IRELAND		FRANCE		GERMANY	
LIVERPOOL	Canadian Pacific Cunard White Star White Star, Dom. Leyland	CHERBOURG	Atlantic Transport Canadian Pacific Cunard Hamburg-American White Star No. German Lloyd Red Star United States Cunard-Anchor French Line White Star, Dom.	BREMEN	No. German Lloyd United States Canadian Pacific Hamburg-American
PLYMOUTH	Cunard French Line No. German Lloyd United States Red Star Holland-America	HAVRE	United States Cunard-Anchor French Line White Star, Dom.	HAMBURG	United States Canadian Pacific Hamburg-American
SOUTHAMPTON	Canadian Pacific Cunard White Star United States Hamburg-American	BOULOGNE	Holland-America Atlantic Transport	ITALY	
LONDON	Cunard Atlantic Transport	BELGIUM		GENOA	Navigazione Generale Italiana Lloyd Sabauda Dollar S. S. Line (San Francisco)
GLASGOW	Cunard-Anchor Canadian Pacific White Star White Star, Dom.	ANTWERP	Canadian Pacific Red Star	NAPLES	Navigazione Generale Italiana Fabre Cosulich Dollar S. S. Line (San Francisco) Lloyd Sabauda
COBH (Queenstown)	Cunard Canadian Pacific Hamburg-American No. German Lloyd United States White Star	HOLLAND		TRIESTE	Cosulich Cosulich Navigazione Generale Italiana
LONDONDERRY	Cunard-Anchor	ROTTERDAM	Holland-America	PALERMO	Cosulich Cosulich Navigazione Generale Italiana
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		OSLO	Norwegian-America Scandinavian-Am.	SANTANDER	Spanish Royal Mail
		BERGEN	Norwegian-America	CADIZ	Spanish Royal Mail
		CHRISTIAN-SAND	Norwegian-America Scandinavian-Am.	BARCELONA	Spanish Royal Mail
		SWEDEN-DENMARK		GIBRALTAR	Lloyd Sabauda Navigazione Generale Italiana
		GOTHENBERG	Swedish American		
		COPENHAGEN	Scandinavian-Am.		

Atlantic, past lonely Tristan da Cunha to Cape Town and easterly to the Red Sea. Whichever route is taken the fascination of African cruises is in the famous "Shore Excursions," which take place at Aden in Arabia, Mombasa, and Zanzibar, at the portals of what was once called "Darkest Africa," but now rich tropical cities which lead to the hunting lands and gorgeous scenery about Lake Nyassa, Tanganyika, and the land early associated with David Livingstone and H. M. Stanley. Thence to Mozambique and Durban, with its fantastic Zulus, who will gladly give you a jaunt in their rickshaws, and on to Cape Town, the center of South African life. On the way north, St. Helena, Napoleon's exile island, is touched, and soon after the equator is passed, where a lookout may be kept for King Neptune and his court, who are always apt to call in this region. His spirit can be trusted to put the ship's company, both crew and passengers, in a good humor for the homeward voyage.

LITTLE LANDS WITH LARGE LURES

In central Europe there are the six little giants of unexplored fascination—Austria, Czechoslovakia, Yugoslavia, Hungary, Roumania, and Poland. In Austria we have a winter-tourist welcome among the oldest in Europe, for the eastern Alps go for a considerable distance into Austria, and their towering pinnacles and restful valleys are well populated with hotels and homes which have had two generations in which to learn how tourists love to be treated. Every imaginable snow and ice sport can be found at Arlberg, Bad Ischi, Kitzbuhel, Hofgastein, Mitterndorf, Mariazell, or at the beautiful Alpine capital of Innsbruck. In the Semmering district we have the "St. Moritz of Austria." It is the headquarters of winter Austria, and always in reserve in the background stands gay Vienna, city of music, merriment, and the magic memories of Strauss, Schubert, Mozart, Schumann, and Beethoven.

In Czechoslovakia you find "the Yankees of Europe," as gay as the Austrians and as alert as the Americans. Carlsbad waters have been famous with European royalty for generations, but the country has over two hundred other health spas. It is the land of Dvorák, and was much loved by Mozart. In Yugoslavia, Roumania, and Poland we have less-known winter resorts, altho some places, like Zakopane in Poland, are coming to the front because of the gleeful sports which take place there every winter season.

In the Netherlands, by which we here mean both Belgium and Holland, we have a charming winter life that deserves mention. In old cities such as Bruges, Ghent, Middleburg, and Utrecht, we can pass quiet winter days by cosy fires. Or, more in keeping with this sport-loving time, we can have on the canals of Holland the skating of a lifetime.

Last of all, the lands of the north, the real home of the winter royalty—Scandinavian Denmark, Norway, and Sweden—extend a welcome to the winter traveler as warm as the blaze from their Yule logs. Norway is where the ski was born. In Sweden, in addition to the regular recreations of skiing, skating, and tobogganing, there are excellent chances for ice-yachting and sailing on skates. It is possible to get up an almost unbelievable speed with such sails behind the body of the skater, sometimes nearly sixty miles an hour being attained. One of the largest ice-yachting clubs is at Stockholm.

If lungs are tortured for crisp, pure air; if legs are stiff for want of skis; if a hum-drum life is cursing the passing hours and breeding the loathsome conviction that the world is all work, drudgery, eating, sleeping, slaving, then listen this once to the sleighbells on the snow across the seas, listen to the shouts of happy laughter as toboggan after toboggan tumbles its passengers into the purest and softest of snows; or if you like it better, listen to the call of the lands where snow is unknown and laziness is living—they all ring but one call—a winter vacation!

GLORY Of TONE

*The Supreme Quality a
Christmas Radio can Possess—*

THERE IS NOTHING FINER THAN A STROMBERG-CARLSON — what a gift! What unmeasured hours of delight!

In selecting the Radio which YOU will present, make sure it has in fullest measure the attribute more important than all the rest—TONE.

Just as a world-famous Stradivarius or Cremona violin produces an exquisiteness of tone no others can reproduce, so a Stromberg-Carlson has a tone not found in any other make of radio.

This glorious tone quality, the result of scientific design, generous use of material and care in structure, makes Stromberg-Carlson pre-eminently the radio which expresses the spirit of Christmas.

The address of your nearest Stromberg-Carlson dealer may be learned from his advertisements in the newspapers or telephone directory:

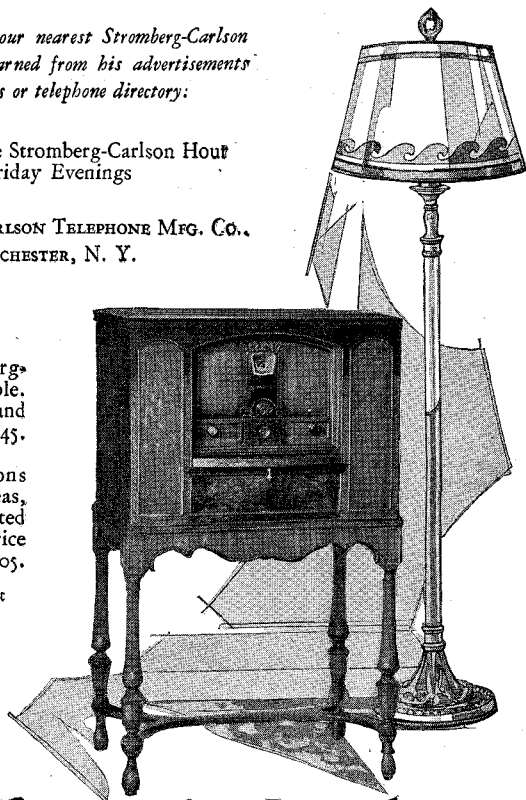
Listen to the Stromberg-Carlson Hour
Friday Evenings

STROMBERG-CARLSON TELEPHONE MFG. CO.,
ROCHESTER, N. Y.

No. 636 Stromberg-Carlson Art Console.
Price, less tubes and Speaker . . \$245.

Stromberg-Carlsons for A.C. and D.C. areas, also battery operated models, range in price from \$185 to \$1205.

(Prices quoted are East of Rockies)



Stromberg-Carlson

Makers of voice transmission and voice-reception apparatus for more than thirty years.

INVESTMENTS • AND • FINANCE

CHRISTMAS CLUBS AND THE "NEW THRIFT"

A RECORD CHRISTMAS CLUB distribution estimated at around \$550,000,000 starts *The American Banker* off in an editorial discussion of the success of these new movements intended to get people to save for some definite purpose. And this discussion concludes with the interesting statement that we have here a new and more cheerful form of thrift—the idea of saving up for something pleasant instead of saving up to avoid misfortune. And the thought of a new type of thrift has recently presented itself to other minds; in particular, a writer in *The Survey Graphic* is convinced that modern mass production and high-pressure salesmanship have brought about a new ideal of thrift which would seem to be "diametrically opposed to that hallowed by tradition to the Gospel according to St. Franklin"—a type of thrift in which more emphasis is placed on spending than on provision for a "rainy day."

Going back to the Christmas Club figures which started the conversation, we read in *The Cambridge Daily News Service* that the Christmas Club Corporation now reports that there will be a Christmas Club distribution of an estimated \$550,000,000, by over 8,000 banks, going to more than 8,000,000 people, who will receive on the average about \$59 each. The total will be about 10 per cent. larger than that of 1927. The Boston organization cites Herbert F. Rawll, President of the Christmas Club, as authority for these further facts:

The \$550,000,000 now being distributed will be used for the following purposes: \$213,000,000 will flow into the country's stores to pay for Christmas purchases; \$165,000,000 will be deposited in permanent savings or thrift accounts, or used for permanent investment; \$72,000,000 will be used for year-end commitments and concluding instalment payments; \$30,000,000 will go to pay insurance premiums; \$29,000,000 will be used for interest and mortgage-payment purposes; \$25,000,000 will go into taxes; and \$11,000,000 will be devoted to education and \$5,000,000 to charity. Thus, 60 per cent. of the total 1928 Christmas Club savings will be used for constructive purposes.

On the very wide appeal of the Christmas Club *The American Banker* remarks:

Those who have had Christmas come upon them when their funds were a little bit short and have felt mean because they had not been able to buy presents for their families and friends such as they desired, readily appreciated the idea of saving throughout the year so that they could be sure to have ample funds to do what they wished when Christmas came.

From time to time there has been some discussion by bankers of the value of such temporary thrift as the Christmas Club; some people have said that this was not real thrift, but was simply the teaching of saving for future spending. However, aside from any amount of funds that may go into a permanent account, the Christmas Clubs have been a great benefit to the country. The fact that thousands of people have, through a regular program of thrift, enabled themselves to have the funds to buy the Christmas presents they desire, not only adds materially to the general happiness of the country, but is another important step in establishing our high standard of living. It is the same way with other "save to buy" movements, such as saving to buy a house, saving to travel, etc. Accomplishment of such purposes is what builds up our high standard of living and gives our people an objective to work for.

Now, here is an idea of thrift which, in the opinion of *The American Banker*, is much more optimistic than the old idea of saving:

Formerly it was the custom to advise about the dangers of poverty and the need for setting aside some money for the mishaps that would occur throughout life's journey. True as these preachings no doubt were, nevertheless they were pessimistic. That idea was to make people save not for any particular pleasure they might derive from it, but as a bulwark for the misfortunes that were going to overtake them. Our present ideas of thrift are to play up to the pleasant side of it. Save for a future benefit. After all, the new concept is the most efficient because we all prefer to do those things which are pleasant.

"Thrift—Model 1928" is the title of a brief article by Robert

A. Brady in *The Survey Graphic*, which takes up the discussion where *The American Banker* leaves it. It contrasts the old doctrine preached by *Poor Richard*, of frugal living, self-denial, the saving of pennies, the emphasis on the text, "to him that hath shall be given"; with the newer doctrine of thrift which has stated this way: "Every time an American consumer contents himself with antique furniture, old rugs, last year's suit of old clothes of any description, instead of the newest products of our laboratories, science and factories, he is tightening

the brake-band around the American wheel of progress and is retarding our standard of living." After an outline of American economic history comes Mr. Brady's conclusion that to-day—

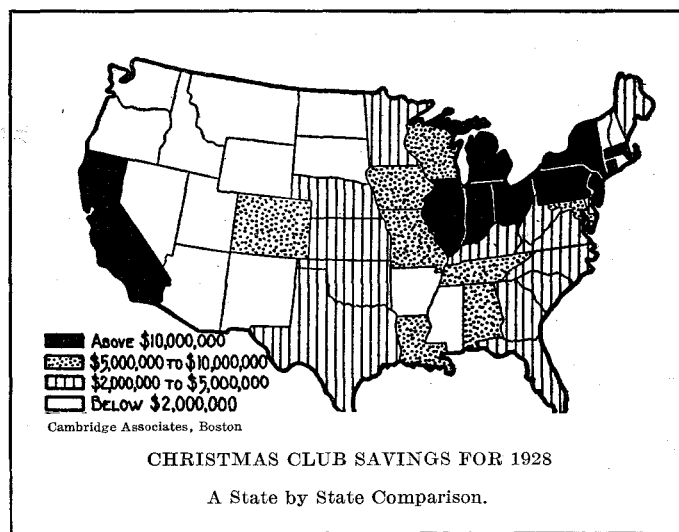
The more goods the consumer buys, the more rapidly he discards the old and buys the new, the better the business situation. A manufacturer finds cause for joy in figures showing a higher rate of obsolescence in automobiles; an advertiser finds grounds for rejoicing in the sale of five thousand razors in an "already saturated market."

Hence the new apostles of thrift no longer teach the doctrine of "going without," or of living plainly in order to reach a secure old age. Nowadays the carefully saved pennies of the many do not make such a large proportion of the annual savings account of the nation. For one thing, most of our modern corporations are all the time "plowing in" surplus earnings into their businesses, and one financial authority is said to estimate that "about 40 per cent. of the country's savings are made by business enterprises through the retention and reinvestment of profits which might otherwise have been redistributed to individuals." Mr. Brady is inclined to think that this percentage is growing larger. He continues:

Perhaps the next largest item in the annual savings account, apart from the increase in personal possessions of all sorts, is that accruing from the so-called "automatic savings" from large fortunes and estates. The great mass of individual savings apparently is playing a progressively smaller rôle in wealth accumulation.

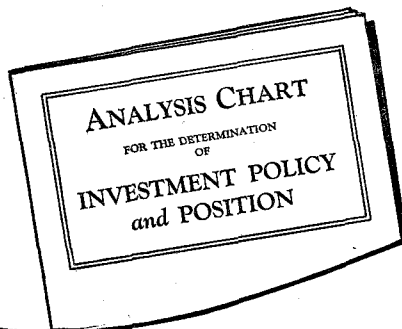
Now comes the significant question in these days of instalment buying and Christmas Clubs and travel clubs: "What then is the status of Thrift—Model 1928?" In Mr. Brady's opinion—

It may lie in this, that whereas in the old days thrift was the



Choose your JANUARY INVESTMENTS

to fit your present holdings



AN investor—no less than a business man—should begin the new year by “taking stock” of what he has. Are the securities you now hold, the obligations of sound industries, productive real estate, substantial communities, and stable governments? Do they provide the investment qualities you need, and in the proper ratio? Are they thoroughly diversified—as to location, maturity, and type?

Such an inventory may show that you should use part of your January investment funds to add some short-term securities; or, it may indicate that you need more long-term issues. You may need a greater degree of salability, a more even spread of maturities, or better distribution geographically. Possibly you could, to advantage, add some tax-exempt bonds to your holdings.

The chart illustrated above offers a convenient means of making your own general analysis. You can list on it your bonds and other investments, according to type, maturity, location, etc. You will then see just how your financial structure is built—whether or not it is properly balanced; you will be able to tell just what kind of bonds you should select to strengthen your investment position.

We shall be glad to send you a copy of this Analysis Chart, and, with it, a current copy of our Quarterly Investment Review, which, in addition to helpful comments on bonds and the bond market, also presents a varied list of bond offerings to meet a broad range of investment needs. A few of these issues, grouped to suit various investment purposes, are shown in the column to the right. Ask for Analysis Chart LD-Z8.

B O N D S T O F I T T H E I N V E S T O R

For Short-Term Investment

Middle West Utilities Company 5½'s, 1929
Empire Gas & Fuel Company 5's, 1930
Minnesota & Ontario Paper Company 6's, 1931
Hearst Magazines, Inc. 6's, 1931
Roxy Theatres Corporation 6½'s, 1932

Average yield about 5.95%

For Long-Term Investment

Hotel St. George (Brooklyn) 5¾'s, 1943
Peabody Coal Company 5's, 1953
Department of Akershus (Norway) 5's, 1963
Public Service Co. of Northern Illinois 4½'s, 1978
Georgia Power & Light Co. 5's, 1978

Average yield about 5.46%

For Marketability

Cities Service Co. 5's, 1963
Commonwealth Edison Company (Chicago) 4½'s, 1956
Cudahy Packing Company 5's, 1946
The Chicago Daily News, Inc. 6's, 1936
West Penn Power Company 5's, 1956

Average yield about 5.04%

For Tax Exemption

City of Detroit 4½'s, 1942
Dallas Joint Stock Land Bank 5's, 1967 / Opt. 1937
Greensboro Joint Stock Land Bank 5's, 1958 / Opt. 1938
State of California 4¾'s, 1945
Vicksburg, Miss. 4¾'s, 1930-50

Average yield about 4.52%

For High Average Yield

Chicago Rapid Transit Company 6½'s, 1944
Commerz-und Privat-Bank (Germany) 5½'s, 1937
Long-Bell Lumber Company 6's, 1943
Mercantile Arcade Building (Los Angeles) 5½'s, 1953
New York Dock Co. 5's, 1938

Average yield about 6.65%

For General Diversification

Butterick Publishing Co. 6½'s, 1936
Central West Public Service Co. 5½'s, 1956
Graybar Building (New York) 5's, 1946
Ruhr Gas Corporation (Germany) 6½'s, 1953
St. Petersburg, Fla. 5¾'s, 1951-53

Average yield about 5.87%

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PITTSBURGH 307 Fifth Avenue
MILWAUKEE 425 East Water Street
MINNEAPOLIS 608 Second Avenue, South



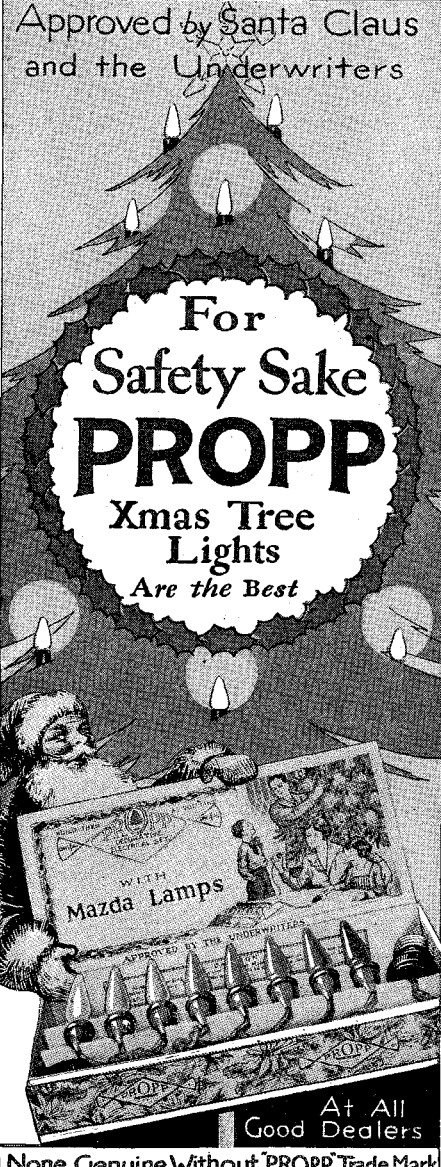
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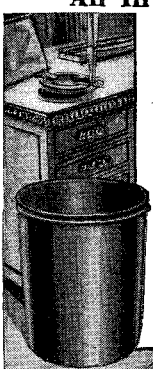
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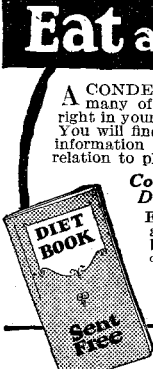


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INVESTMENTS AND FINANCE

Continued

accepted means of getting ahead, in the new dispensation personal success seems to depend primarily upon ability to fit into certain niches in the clerical staff of highly elaborated industrial and business structures. Whereas formerly one needed to provide for a "rainy day," emergencies and provision for old age are being taken care of by individual and social schemes of insurance. Success is becoming a function of personal skill, ingenuity in devising ways and means of forwarding the "main chance," loyalty to individuals. Provisions for emergencies are being determined by the extent to which it will pay to stabilize business, to devise ways and means for handling sickness, old-age and disability benefits. If so, it will pay a property-less, high-waged, high-salaried, and spendthrift people to spend as fast as they get it. A civilization on the auction-block may turn out to be the most prudent of all. "Be not anxious for the morrow, for the morrow will be anxious for itself." Such is hardly to be expected, but such seems to be the present drift, and such may be the ultimate consummation.

NOT EVERYBODY IN THE STOCK MARKET

"THE whole nation is trading in stocks and bonds," is a phrase attributed to the President of the American Bankers' Association and, the New York *Journal of Commerce* further notes, "in other quarters the impression is equally common that literally millions of Americans are joining in the popular pastime of buying stocks on margin to profit from a rise in price." Now the New York daily is reasonably certain that there are still several people in the United States who are not speculating in securities, and it argues as follows:

Two of the leading members of the New York Stock Exchange, each of whom is credited with doing more than 5 per cent. of the total business on the exchange, are understood to have fewer than 12,000 active margin customers each, including clients of branch offices. Even if the average account of these houses is larger than that of other brokers, these figures would indicate that there are probably not more than 250,000 active margin traders in the United States. There are doubtless several times as many comparatively inactive accounts.

The impression that public participation in the stock market is not very large in absolute numbers gets further support from the magnitude of the trading, even under present conditions. It has been recently pointed out that a turn-over of 4,000,000 shares in one day would be accounted for if 40,000 individuals bought 100 shares each. As a great deal of the trading is of a professional nature, carried on by floor traders ready to turn over large amounts of stock in order to make a small but quick profit, it is likely that the number of individual traders dealing in hundred-share lots is considerably smaller in any one day.

It appears, therefore, that stock speculation remains a relatively select activity, engaging the attention of several hundred thousand people at the most, even under the most active conditions.

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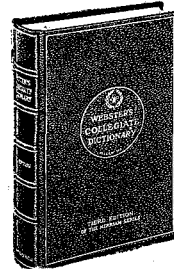
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CURRENT EVENTS

FOREIGN

November 27.—President-elect Hoover visits Corinto, Nicaragua, where he is greeted by the President and other officials, whom he later entertains on board the *Maryland*.

November 28.—President-elect Hoover pays a call at San José, Costa Rica, where he is received by President Viquez. A national holiday is declared in honor of his visit.

November 30.—Emilio Portes Gil takes the oath of office as provisional President of Mexico, to serve until February, 1930.

Dr. Cosmo Gordon Lang, former Archbishop of York, is formally elevated to the Archbishopric of Canterbury, becoming the Primate of all England and the ninety-seventh successor of St. Augustine.

December 1.—Southern Chile is ravaged by an earthquake, which inflicts property damage estimated at \$12,000,000, and causes 243 deaths.

President-elect Hoover visits Guayaquil, Ecuador, his first stop in South America, where he is welcomed by President Ayora, and acclaimed by the populace.

The old Arabic alphabet is discarded in newspapers and in all public announcements throughout Turkey and the Roman alphabet substituted.

December 3.—Fourteen people are killed when the hydroplane in which they were flying out to meet Alberto Santos-Dumont, Brazilian aviation pioneer, plunges into the harbor of Rio de Janeiro.

December 4.—Because of King George's illness, a regency commission headed by Queen Mary is named to carry on the business of state.

DOMESTIC

November 27.—Representative Fred A. Britten, of Illinois, makes public a cablegram he had sent to Prime Minister Baldwin suggesting a joint meeting of the House Naval Committee and a committee from Parliament to discuss and hear testimony "in connection with applying the principle of equality of sea power between Great Britain and the United States on all ships of war not covered by the Washington treaty."

November 28.—The engagement of Miss Florence Trumbull, elder daughter of Gov. John H. Trumbull of Connecticut, to John Coolidge, son of the President, is formally announced.

December 1.—A reply from Prime Minister Baldwin to Representative Britten's proposal for an interparliamentary naval armament conference says he "cordially reciprocates the spirit" of the suggestion, but that international courtesy forbids him to say more.

December 3.—The final session of the Seventieth Congress opens.

Ezra Meeker, one of the last survivors of the pioneers of the covered-wagon era, dies at Seattle, Washington, in his ninety-eighth year.

December 4.—In his message to Congress, President Coolidge lays stress on the prosperity of the country, urges continued economy, and recommends creation of a Federal farm board to aid agriculture, authorization of the construction of fifteen new fast cruisers, and approval of the Kellogg anti-war treaty.

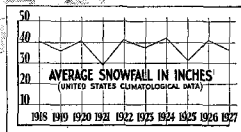
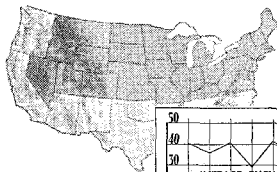


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The United States Weather Bureau proves that modern winters are just like the old fashioned kind. Don't get fooled on that score. (It may snow hard before the next issue of this magazine.) And so far as mud is concerned, one mile of it can "stick" you for towing and repair bills.



This chart shows the average snowfall for the last ten years. This is proof by the United States Weather Bureau that modern winters are just like the old fashioned kind. Compiled from the climatological data covering the states shaded in the map.

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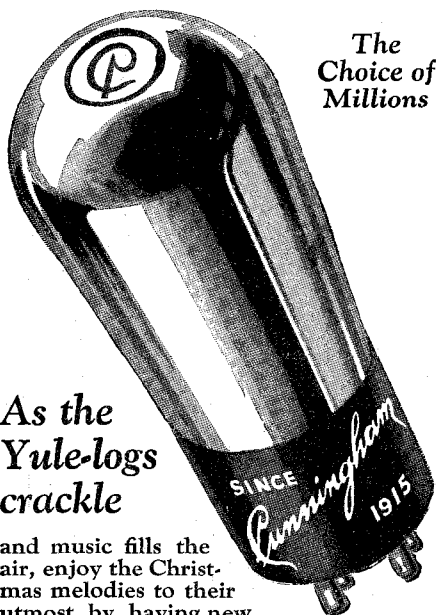
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THE SPICE OF LIFE

Where's Mrs. Grundy?—Nightly practice is being held for the annual high-school play.—*Easton (Pa.) Express.*

Ouch!—1923 Ford Coupe. For sale cheap, by a man, has been bumped on rear end.—*Ad in the Denver Post.*

Pedestrians, Salute!—TEACHER—"Now, James, name America's greatest general." JAMES (the son of a broker)—"General Motors."—*Lampoon.*

Try a Noise Like a Burglar.—
COLD FEET

Formula mailed on receipt of \$1.—*Winnipeg paper.*

Roped and Branded.—MAUD—"So you married your employer. How long did you work for him?"

MYRTLE—"Until I got him."—*Montreal Star.*

Lure of the Game.—
CADET PLAYER RECOVERS BALL
AND RUNS 41 YEARS FOR
TOUCHDOWN

—*Louisville Times.*

Trifling Deposit.—SHE—"There's Madge Bahr. I understand she bought that dress by instalments."

HE—"I suppose that's the first instalment she's wearing."—*Cincinnati Enquirer.*

Canine Climber.—MRS. LADIDAH—"I'm going to enter Fido in the dog show next week."

FRIEND—"Do you think he will win?" MRS. LADIDAH—"No, but he'll meet some nice dogs."—*Tit-Bits.*

Keats vs. Eats.—The Keats Club was yesterday afternoon at the home of Mrs. J. A. Sears. Weiners and cider were served and a paper was read by Miss Beulah Alexander on the subject: "Old Fashioned Lards vs. Vegetable Substitutes."—*Indiana paper, as quoted by the Boston Transcript.*

Just Like Chicago.—Nowhere but in Nippon would such a spectacle be possible as now is riveting the solemn attention of her people at Kyoto, picturesque old capital of the Shotguns and the Mikados.—*Editorial in the Washington Star.*

In the bows and arrows and corselets of the guards before the throne room there lived again the swagger of the warriors of feudal, shotgun-ruled Japan.—*Emporia (Kan.) Gazette.*

Laundry Esthetics.—

Folks thinks that there's no beauty in a wash—

They've never known the thick hot smell of steam

Risin' like lazy smoke; or seen the tubs

Piled up with foam on top like whippin' cream—

They've never took an iron, and smoothed away

The crinkles outa heaps o' shiny white, Or rinsed and squeezed things till the bubbly heat

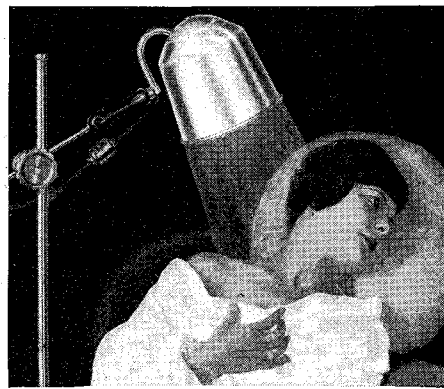
Has swole their fingers red—and sort of tight.

Folks thinks that there's no beauty in a wash—

They're doggone right, by gosh!

—*Sara Henderson Hay in Life.*

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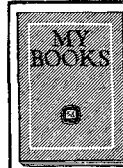
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He Chooses Chow.—"Where's your car?"
"I turned it in as a first payment on a turkey."—*Cincinnati Inquirer*.

Deserves His Job.—A. L. Milks of New York, an official of the Dairymen's League, addressed Ad Club members.—*Rochester Times-Union*.

Have a Heart!—
WASH OUT YOUR OWN TUB;
THIS AINT THE RITZ
—Sign spotted by a Digest reader in a Jacksonville bathroom.

Dangerous Beverage.—SHE—"Did you know that the water has rotted away the post in front of our house?"
HE—"Mersey goodness, and the tee-totalers put that stuff in their stomachs!"
—*Buccaneer*.

Big Game.—With him on the hunting trip were his brothers, Leigh and Dan of Hornell, the former having the good luck to bring down a 10-point buck weighing about 200 pounds and his brother Ben of Owego.—*Oneonta (N. Y.) paper*.

One, Two, Three and Out.—Dr. Clarke, a well-known Irish theologian, was an early riser. A young preacher wanted the doctor to tell him how he managed to do it. "Do you pray about it?" he asked. "No," said Dr. Clarke, "I get up."—*Christian Advocate*.

Where Cleo Missed Her Cue.—
All the notoriety that Cleopatra got
Was a two-stick story with "X marks the spot."
Tragically she moaned with her dying gasp,
"I'd have made the front page if I'd bit that asp." —*New York World*.

Don't Lose This Chance.—

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LESSON

to
Pupils Over 85
when accompanied by
parents.

—Ad in an *East Moline (Ill.) paper*.

Pace That Kills.—BROKEN-DOWN PATIENT—"Have I a chance in the world to recover my health, Doctor?"

PHYSICIAN—"Well, I'd say that if you give up all intoxicating beverages, stop smoking so many cigarets, cut out the late hours, lay off the bright lights and try eating some good home-cooked foods, I can make a new woman out of you."—*College Humor*.

We Duck Some Questions.—What, then, does it all mean? What does Smith's defeat signify? Who will be Hoover's Secretary of State and where were you until three o'clock this morning, young man? Wait until I tell your father about this! I don't know the answer. I won't know until this week's LITERARY DIGEST comes out. And while on the subject I want to put seven frank questions to the editor of THE LITERARY DIGEST:

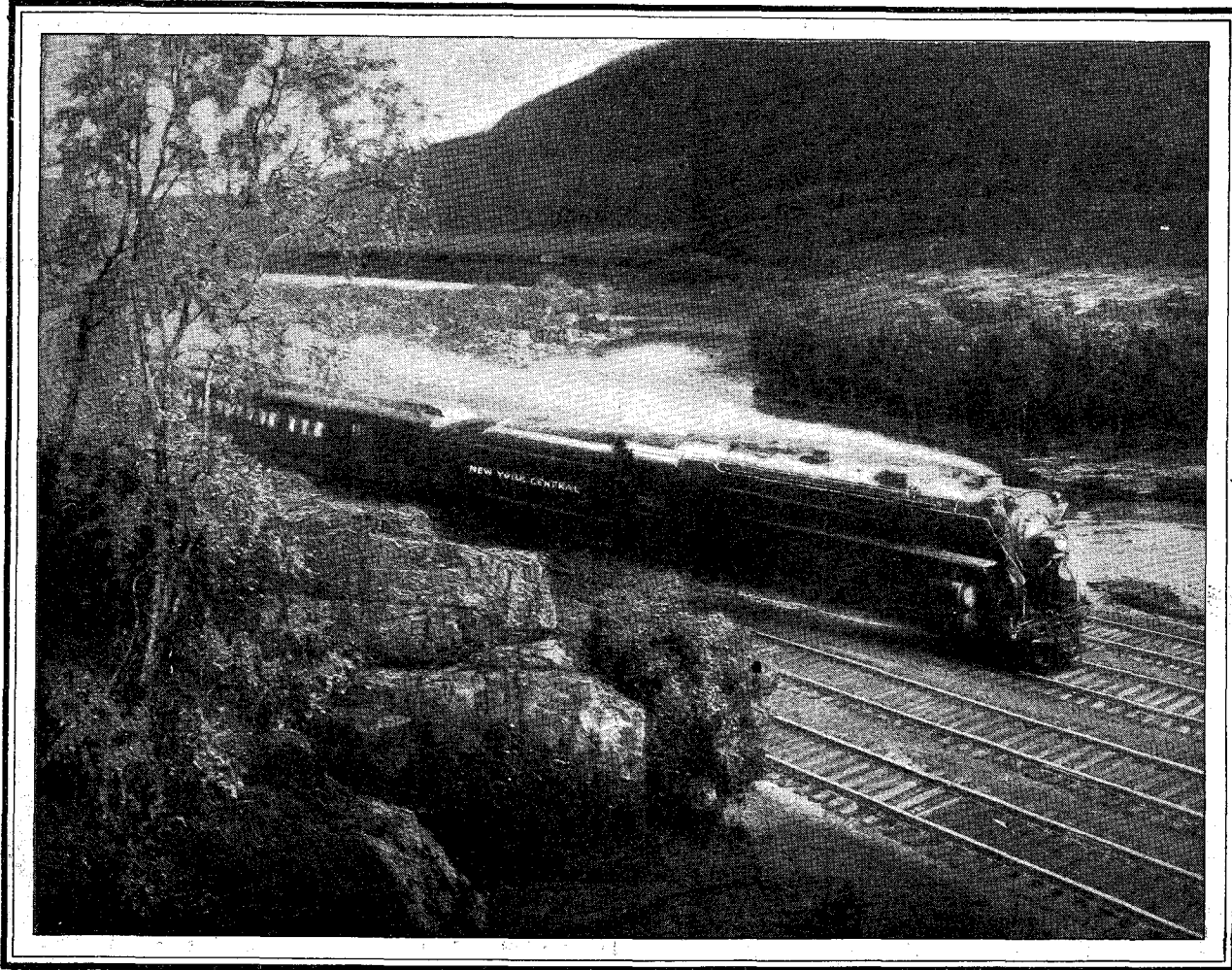
1. Who will win the Futurity next year?
 2. Is my best girl true to me?
 3. Who is she true to, then?
 4. Will Hoover be reelected by what majority in 1932?
 5. (This one has to be whispered.)
 6. Where did I lose my watch?
 7. Will I go to Heaven when I die?
- I just feel the DIGEST editor knows everything.—*New Yorker*.

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Twentieth Century Limited, westward bound in the Mohawk Valley. From a painting by Walter L. Greene (© 1928)

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